

1965 January

Lincoln heard Bill was giving a clinic on frogs!

LINCOLN PITT Head of the Old Time Road



"Lincoln heard that Bill Hewlett was giving a clinic on frogs!"

1965 February. Cruisin' Railettes! Vancouver Convention

This is the first time we've seen Lincoln without his railroad cap, and in the garb he's affected it's rather hard to tell whether it's an improvement! However, we can't say we blame him for trying to sneak in with the gals, for it seems from the eavesdropping we've done prior to writing this (in November), that the Railettes are going to have a real swinging program of their very own come '65 NMRA convention time at Vancouver, B.C., August 26-29.

They've booked the posh Social Suite of the Hotel Vancouver for "no man's land" headquarters and are working out details that will quite likely make many a male delegate other than Lincoln wish he could get in on their special fun. A tour by chartered boat of Vancouver's beautiful and busy harbor lying at the foot of towering mountains that soar to The Lions, snow-capped peaks that are a landmark, is only one of the attractions . . . and we hear whispers about fashion shows, etc. (We can't figure out all that is going to be scheduled, on account of we're told it's none of our business . . . strictly for the ladies!) We do know that a unique Railette-organized feature will be a banquet-party for registered small-fry (if enough come) the evening of the big Saturday night adult "do", thus enabling Mom and Dad to relax without upset glasses of milk and sticky little fingers spoiling *their* fun. Smart gals, those Railettes!



"But, Joan . . . Lincoln says he applied for membership in the Railettes—he didn't want to miss any of the fun!"

The MARK II HO Standards Gage is now ready, ahead of schedule. The MARK II will supersede the approximately 30,000 original gages now in use but now outmoded by new approved NMRA standards and the RP 25 wheel contour. Made of heavy gauge stainless steel, the MARK II will be particularly attractive to all who now use the original model and want to update their own engineering practice. Of course, those who have never been so fortunate as to have owned a standards gage before will certainly not want to miss getting the MARK II. The very necessity of having a tool like this plus the special introductory price of only fifty cents each make the purchase of the MARK II an absolute must for every model railroader. In fact, why not get several: one for the layout, one for the shop, and one for the office to be handy for that lunch hour trip to the hobby shop.

Available to NMRA members only, the MARK II will be offered at the special introductory price of fifty cents during the months of March, April and May, 1965. The MARK II may be obtained by sending your order to Bob Bast, Office

1965 February Photograph in preparation for August Convention



DON'T GET THE WRONG IDEA!—This photo was taken in February when the '65 NMRA Totemland Convention Committee posed with mascot Lincoln Pinn against background of Hotel Vancouver (convention site). Topcoats will not be needed in Vancouver in August! L. to r.: Frank McKinney; Ken Davis; Ron Wild; Doug Stevenson; Bob Wormald—in light coat; Marg Stevenson; Joan Wormald; Brian Nicol; Fraser Wilson . . . Lincoln's creator; Spike Brown; Lincoln Pinn; Dr. Bill Doe; Al Paull; Ken Wilson; Phil Crawley, "the Cambie Street Character"; Ron Keith; Bud Silvester, and cigar with Ross Heriot. Not shown: Roy Jennings who took the picture, and Gordon Richardson.

1965: April Bulletin explains the difference between the Distinguished Service Award and Honorary Lifetime Member.

Distinguished Service Award (DSA)

The Distinguished Service Award is the highest award the NMRA may bestow upon a person in recognition of his service to the hobby of model railroading. Service as used herein is defined as the conception and development, or the promotion of knowledge or of things that have become recognized as important, beneficial, and of lasting effect on model railroading as a hobby.

Whether the person sought or received financial benefit from such activities shall be disregarded. Skill as a model builder, by itself, shall not be considered a service to the hobby unless widely communicated to others. Some credit may be allowed for elective or voluntary service to the NMRA, but membership in the NMRA is not a requirement. (This is given in behalf of the hobby, not the NMRA—Ed.)

The DSA as described above is not secondary to the HLM. Rather, the awards recognize two different contributions. It is not intended that one person should be granted both awards.

Both awards shall be granted on a very restrictive basis. The Honors Committee in making its recommendation should develop and use standards of credit which must be met before a potential candidate may be considered for nomination. Fulfillment of such standards shall not in any way entitle the person to be nominated. (In other words, this does not automatically qualify anyone for nomination—Ed.)

The Honors Committee shall endeavor to carefully survey past accomplishments so that past services can be properly recognized and thereby help set the standards for the future.

Whit Towers (pictured above) was approved to be awarded the DSA. He has written multiple articles in various publications, served as Western Vice President and served on NMRA committees too numerous to list.

Honors Policy Approved

The following policy was submitted by E. A. Ravenscroft, Chairman, Honors Program Analysis and Direction Study Committee for approval by the BOT, which approval was received.

Honorary Life Member (HLM)

Honorary Life Membership is the highest honor the NMRA can bestow upon one of its present or past members. It shall be given only in recognition of outstanding elective or voluntary service to the NMRA. Some credit, however, may be allowed for the conception, development, or promotion of things that have become of value to the hobby of model railroading (see DSA).



1965 July

This photo shows W. Allen McClelland operating his HO gauge Virginian & Ohio Railroad with the walk-around Astrac control system. His scenery represents that terrain of Virginia.



1965 August. The year of the Totemland Convention in Vancouver, British Columbia. The NMRA is 30 years old!

Page 2

N M R A BULLETIN

September, 1965

From The President's Desk

By Bob Thorniley

As we enter our 31st year as an organization, each and every member should reflect on the many fine accomplishments of the National Model Railroad Association. The original group of approximately 75 men who founded the NMRA in 1935 probably did envision a membership as large as we have today but it is doubtful that they ever once thought of an organization embracing members in practically all countries of the free world. This speaks very highly of their ideals, purposes and foresight.

I am sure I speak for the entire membership when I extend a hearty congratulations to those 21 men who have served as President of the NMRA. We owe these men a vote of thanks for the many hours of time and the many personal sacrifices which they have made to guide this Association from its infancy.

Let us not overlook those many volunteers who have

given so freely of their time, money and talents in serving in the many Committee assignments during this 30 years. Just as we need some one to guide an organization, we also need those men who often serve without due recognition or credit.

As I take over the stewardship of the NMRA, I personally want to thank all of you who have given of your time and talent to build this Association to its present status. You men have made the task I face much easier, and I will try to carry on the tradition of the NMRA in the manner for which you have established a pattern. It will be a difficult assignment for this administration and for those that follow to make the next 30 years as fruitful as the last 30 but, with the help of a prolific group of volunteers, we will try.



1965 November headline of Bulletin:

TOTEMLAND CONVENTION BREAKS RECORDS

Advance registrations totaled 779. Total registration was 933 (850 full registrations and 83 partial) with the breakdown being 617 rails, 216 railettes, 65 family rate, and 35 children. NMRA convention records seem to have been broken one after another. Registration topped by 58 the all time high of the Silver Anniversary Convention at Chicago in 1960.



JUNIOR PIPE BAND met Totemland Special on its 132 mile run from Vancouver to Boston Bar. Model rails in area hoisted sign to welcome conventioneers as train passed through their town.

1965 November



CAPTAIN VANCOUVER, in the person of Harvey Rourke of the Vancouver Tourist Bureau, welcomes delegates at the Totem-land banquet to the city named after his "ancestor". Dr. W. A. "Bill" Doe at left, NMRA President Bob Thorniley at right.

1965 November

GORDON VARNEY PASSES AWAY

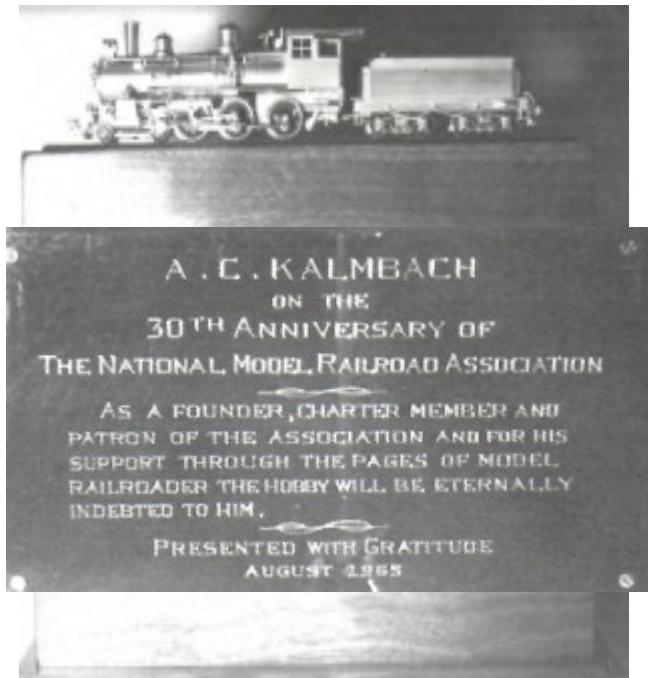


Gordon Varney Dies; Pioneer in Hobby

Gordon Varney, known world wide for HO and O scale equipment, died of a heart ailment in Chicago last September 17.

Mr. Varney, who lived in Coral Gables, Florida, was one of the pioneers of the hobby and a life member of the NMRA. Frustrated by the lack of parts, he began making his own. This led to making parts for friends, which in turn led him to begin full-time production. His line of locomotives and car kits was one of the earliest and largest and created an untold amount of growth and popularity of the hobby.

1965 November Al Kalmbach



Kalmbach Given Special Award

A special 30th Anniversary Award was made to Al Kalmbach, publisher of **MODEL RAILROADER** Magazine, at the Vancouver Convention. It was given in recognition of his many years of service to the hobby of model railroading in general, and his assistance to the NMRA, in helping promote the benefits of membership and the services the Association offers, in the pages of **MODEL RAILROADER**.

Al was one of the founders and charter members of the NMRA, **BULLETIN** editor in 1940, and Business Manager in 1940 and 1941. He also wrote the Silver Anniversary Journal in 1960.

There is no question that this token of gratitude was well deserved. The best wishes of the members of the NMRA go with it.

1965 November. Photo: FIRST NMRA GOOD WILL TOUR to Japan!



Courtesy Japan Air Lines

THE 32 MEMBERS who went on the NMRA Tour To The Orient are shown here as they met in San Francisco for the flight to Tokyo. Tour "Engineer" Paul Shimada kneels behind the "DEL" in the sign, Bill Walthers, Mrs. Walthers, and Amy Shimada are at the opposite end of the sign. Takahito Mikami, NMRA Far Eastern Representative, stands at far right.

Here is the second prominent Bio of an MMR #14 in the Bulletin.



Master Model Railroader 14

Harold W. Russell, Jr., of Rochester, New York, has earned a certificate of achievement as Master Model Railroader. Harold began participating in the NMRA Achievement Program over two years ago and has worked steadily toward his goal.

He builds in O scale but belongs to an HO club. Harold indicates that the friendships he has made in the Kodak Model Railroad Club are much more important to him than the question of what scale is being modeled. Indeed, he credits a fellow member (who is also a fellow MMR) with having been a constant source of advice, encouragement and inspiration to him.

Harold became interested in model railroading at an early age. Many of the cars and locomotives which he uses today were built while he was in the army or in college. He has been a member of NMRA since 1953 and has served the Niagara Frontier Region in several capacities. At present he is technical editor of the NFR Frontier Flimsy as well as co-chairman of the region's forthcoming fall convention.

When not working on his own railroad or doing electrical wiring for the club, Harold is Assistant Manager of the Test Laboratory for Consolidated Vacuum Corporation.

1966 JANUARY



Sheldon D. (Shel) Clark



Willard A. (Bill) Gardner

By George Boggs

President Bob Thorniley has announced the appointment of "Shel" Clark of New Canaan, Connecticut as the new Chairman of Engineering Committee replacing Ken Mortimer, and Bill Gardner as Vice-Chairman, a newly created post.

Shel has been an active model railroader since the age of fifteen and is now brass hat of the Nor-East Tie and Lumber Co. and its subsidiary, the Sawmill River Lines, an HO pike measuring 3 by 24 feet. Shel joined the NMRA in 1955 and has been a member of Northeast Region since 1962. Born in Bath, New York in 1921, Shel got started in model railroading with a group of his young friends. Except for a little time out for education at Oneonta State Teachers College (Oneonta, New York) and military service during World War II, Shel has been active in the hobby continuously. Shel is employed by the Chrysler Corporation and is presently Supervisor of Field Sales Training for the east coast.

Bill Gardner, who fills the new post of Vice-Chairman, really needs no introduction since he has been a valuable member of the Engineering Department for some time and is also well known for his engineering

and model building abilities. Bill has been promoted from his old dual responsibilities of chairman of both the HO Standards Committee and the Traction Committee. Bill, who is a service engineer for Electro Motive, is a member of the EMD club and is currently president of the Midwest Region. Bill has an equally impressive model railroad background. He started in the hobby in 1939 in OO scale but changed to HO only two years later. He has taken many prizes for his excellent models and is holder of five achievement awards including Master Builder—Cars and Master Builder—Motive Power.

This new team of good administrators and experienced model railroaders will result in the continuance of engineering progress and the achievement of new heights of accomplishment of service to the hobby.



NATIONAL MODEL RAILROAD ASSOCIATION



1966 ANNUAL CONVENTION
AUGUST 17-21

SHERATON-GIBSON HOTEL CINCINNATI

1966 June AP 7 Categories have either Major / Minor Revisions



Seven Categories Receive Major or Minor Revisions

At the March meeting the Board of Trustees authorized major changes in the certification requirements of Model Railroad Engineer—Civil and Model Railroad Engineer—Electrical while making minor changes in Master Model Railroader, Master Builder—Motive Power, Master Builder—Structures, Master Builder, Scenery and Chief Dispatcher categories.

The new Model Railroader—Civil changes will require three items of scratch built trackwork, instead of two formerly needed, and clarification was made in some of the certification requirements to bring them into agreement with prototype operation terms as well as definitions in the NMRA Glossary.

Model Railroad Engineer—Electrical requirements were changed to give the members some choice in the selection of electrical concepts which might be used for model railroad control and operation as well as to make a choice in the special projects, required for certification, from the following: electronic throttle, high frequency lighting, cab control or signaling.

To ease the transition to the new requirements, the BOT authorized the use of both sets of certification requirements until the printing and distribution of the new requirements has been made to the members, this now being scheduled for November. In the meantime the AP Chairman suggests those contemplating establishment of qualification in either category having major changes first contact their regional AP Chairman, listed on Directory pages IV and V, to determine if their certification would be easier under the old or new requirements.

The authorized changes in the other five categories were primarily for clarification of the requirements and the AP Chairman reports the basic requirements for certification in these five remains essentially the same.

1966 July

GRAME R. HOUGHTON is Life Member 800



NMRA's 800th life member is Graeme R. Houghton, a 23-year-old bachelor from Melbourne, Australia. Graeme started model railroading at the age of six with what he calls a "toy train set." Soon after completing school, he decided to sell his commercial equipment and model the Victorian Government Railways.

This necessitated scratch building everything as there was nothing available in this prototype.

Graeme is employed as a design draftsman by Stothert & Pitt Australia Ltd., manufacturer of Whard cranes and ore unloaders. He joined the NMRA in 1962 and decided recently to become a life member because of the good fellowship he has enjoyed.

Graeme's pike is built in a 16' by 10' room and is modeled after Dimboola, a country station on the Melbourne-Adelaide line.

One of Graeme's outstanding pieces of equipment is an R class 4-6-4 with fully working valve gear. Since this engine has special wheels, he made a master and had the wheels cast by Cal-Scale. Now he has purchased a lathe and milling machine and is constructing the R class in 1½" scale live steam.

1966 August. FRONT PAGE NEWS!!!...Finally 2 MMRs announced

Jock Oliphant was FIRST MMR from Canada!



Oliphant and Gardner; MMR No. 15 & 16

The fifteenth member to join the ranks of Master Model Railroader is Jock Oliphant, Winnipeg, Manitoba; certification as Master Builder, Motive Power; Master Builder, Cars; Master Builder, Structures; Master Builder, Scenery; Model Railroad Engineer; Civil Model Railroad Engineer; Electrical, and Association Volunteer having qualified him for this distinction.

Willard A. (Bill) Gardner is the sixteenth NMRA member to become a Master Model Railroader. He has earned Achievement Certificates as a Master Builder, Motive Power; Master Builder, Cars; Master Builder, Scenery; Model Railroad Engineer, Civil; Model Railroad Engineer, Electrical; Association Official and Association Volunteer.

1966 August. Cincinnati's convention became the first five day convention.

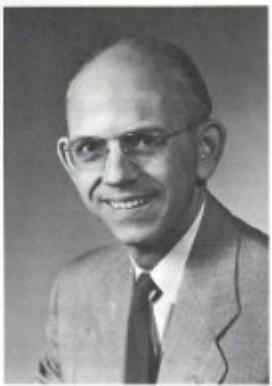
It was also first for proposing a study of N Scale Standards. The position of Plains Vice President—to coincide with the position of Southern Vice President, created three years earlier was instituted.

1966 September

Honorary Life Members 1966



Ivon Preble MMR



Edward Van Leer



Bob Bast

Three Receive Highest Association Award at Cincinnati Meeting

Preble, Van Leer and Bast Awarded Honorary Life Memberships.

The highest honor the Association can bestow for "invaluable and meritorious service to the hobby and the Association", the Honorary Life Memberships, were presented to two NMRA Past Presidents and the NMRA Office Manager at the 1966 Convention.

The Honorary Life Memberships to the two Past Presidents, Ivon Preble, Danvers, Mass., and Edward Van Leer, Rochester, N. Y., were in recognition of twenty years of dedicated service to the NMRA, to their respective Regions, and to the hobby in general.

The NMRA Office Manager since 1949, Bob Bast, of Canton, O., received the Honorary Life Membership in recognition of the many improvements in office systems which he has developed through the seventeen years he has managed the Business Office, and for conceiving and executing many NMRA programs which have benefited both the organization and the members.

With all three recipients having joined the NMRA in 1946, the Awards acknowledged 60 years of combined service to the Association.

1966 September

H.D. Conner becomes MMR #17

William Hewlett becomes MMR #18

1966 October

Western Vice President



Plains Vice President



EDWIN H. HIBBEN is 39 years of age, married, and resides in Tacoma, Washington. He joined both the NMRA and the Pacific Northwest Region in 1954.

Ed has served as PNR's Executive Vice President in 1960, and was elected President of the Region in 1961. He also served as Estate Counselling Committee member during 1962.

DR. RALPH M. WEXLER, aged 41, is married, and is a resident of Pueblo, Colorado. Ralph became an NMRA member in 1962, and joined the Rocky Mountain Region in 1963.

He has served his Region as Pueblo Division Superintendent from 1964 to the present time, and has been Program Chairman of the Spring Clinics for 1964 and 1965. A sideline of Ralph's has been the organization of an International Tape-Slide Clinic Program.

1966 October

Firth, Siddall and Douds Receive President's Awards

Recognition of outstanding services by three members to the NMRA were made at the Cincinnati convention.

President's Awards were presented to the two overseas NMRA Assistant Treasurers, A. Len Firth, Tadcaster, England and Russell A. Siddall, Melbourne, Australia for their services in the Association in their respective regions, the British Region and the Southern Cross Region.

In addition to handling of NMRA funds in their regions, the Assistant Treasurers also have the responsibility of having the ballots printed for the members of their respective regions, their distribution, tallying and the reporting of the returns in their regions to the Ballot Committee Chairman.

Charles F. Douds was the recipient of a President's Award in recognition of his developing, implementing and nurturing of the NMRA Tape-Slide Clinic program, now one of the Association's most successful services.

1966 October

British Region Officers



This photo was taken last May during the BR Board of Directors meeting and shows the officers in office at that time.

Left to right; Keith Pugsley, Secretary; Len Firth, BR Treasurer and NMRA Assistant Treasurer; George Gregory, President and George McGee, Vice President.

Standing is Len Firth who received the President's Award at Cincinnati, George Gregory went out of office as President in October and George McGee assumed that office for the coming year.

1966 October



The first Past President's Award, a plaque presented as a token of appreciation for having served the Association in the office of President, is presented to Past President Robert P. Brinkman (1962-1964) by President Thorniley at the Cincinnati Awards Dinner.

Bulletin Staff photo by Bob Jones

1967 NMRA Membership was at 13,275.

1967 April FRANK HUGHES OF THE CENTRAL IN DIVISION.



Seventeen members of MWR's Central Indiana Division devoted 148 hours manning a model railroad exhibit at the 9 day Indiana Hobby and Gift Show last November.

10,000 pamphlets, promoting the NMRA and the hobby, were passed out among the 100,000 people attending.

Frank Hughes, CID Supt., is shown explaining the benefits of NMRA membership to a interested prospect.

1967 May William "Bill" Walther Passes Away

LATE NEWS FLASH

Wm. K. Walther, a Charter Member of the NMRA and a pioneer in the hobby, died May 1st at Indio, California.

Mr. Walther, 'Uncle Willy' to his legions of friends, was involved with the 1935 NMRA organizational meeting, was a Life Member and held the NMRA Distinguished Service Award.

A Master Model Railroader, Mr. Walther was actively serving the NMRA at the time of his death as Chairman; International Liaison Committee.

1967 June J.L. "Lou" Curry becomes MMR #20



Walter Olevsky, a member of the Northeastern Region, has become Master Model Railroader #19. In addition to his MMR, Walt holds nine other Achievement Certificates: Motive Power, Cars, Structures, Scenery, Civil, Electrical, Chief Dispatcher, Association Volunteer, and Model Railroad Author.

1967 June The 2nd time an MMR announcement was front page

1967 June William "Bill" Walthers, MMR #6, passes away

On May 1st, 1967, W. K. "Bill" Walthers died of a heart attack in Indio, California, on his way back from a PCR meeting in Flagstaff, Arizona. Just a few days short of being 74 years old, he had lived all his life in Milwaukee. In every true sense of the world, Bill was a pioneer among model railroaders. We have much to be grateful for what he accomplished in original and creative effort back in the late 1920's.



He was one of the first to propose and use D.C. polarity for reversing direction of travel. He designed, built and marketed the first switch machine. He developed, described, and sold the first truly simple system of detection for signalling — the series relay. He was one of the first to offer fibre tie strip for HO and O gauge, it is still available today under the trade name "Kwick-Lay."

Bill personally spent untold hours of personal time in research to compile one of the most extensive collections of prototype information useful for modeling. In particular his collection of accurate data on lettering of rolling stock became the foundation for his extensive line of decals for all kinds of cars and locomotives.

When the NMRA was organized at a special meeting in Milwaukee on Labor Day in 1935, Bill was among those three score or so persons who attended. He encouraged and helped in the background in the early engineering work leading toward standardization of track and wheel dimensions. When the NMRA selected 1 1/8 as the standard back-to-back dimension for "O" gauge wheels in February 1936, Bill was among the first of eight producers of such wheels. When the NMRA listed its first list of manufacturers who were conforming to Standards in August 1938, Bill Walthers was included in that list.

1967 August

Taking office at the Miami Beach Convention the full slate of officers will be: President; Whitney K. Towers, Los Angeles, Clif.

Executive V.P.; Kenneth Mortimer, Valparaiso, Ind.

Secretary; Charles B. Kent Jr., Pittsburgh, Pa.

Treasurer; R. H. Huebenthal, Schenectady, N. Y.

Eastern V.P.; Donald Robinson Greenfield, Mass.

Central C.P.; William Herbig, Anderson, Ind.

Western V.P.; Edwin Hibben, Tacoma, Wash.

Southern V.P.; Robert Jones, Ft. Worth, Texas

Plains V.P.; Warren Weston, Lee's Summit, Mo.

1967 September published August Convention Photo



Another Successful and well attended Convention

1967 September published Convention photos from August

Presidential Awards

President Thorniley, during the Convention Banquet Saturday, August 12, 1967, presented Presidential Awards to:

PHILIP H. KOHL

For his dedication and devotion in advancement of the ACHIEVEMENT PROGRAM.

ARTHUR M. TRUE

For his services in bringing to the membership an enlarged and more meaningful BULLETIN.

ROBERT E. WARREN, JR.

For his contribution to the membership in serving as DATA SHEET Committee Chairman and for his contribution to the BULLETIN thru the Regions Way Freight column.

The President stated, "Only thru the dedicated services of Volunteers as those above can the organization continue to bring to the membership those things which result in greater enjoyment of the hobby of Model Railroading."

Right: Bob Warren, unable to stay for the Awards Dinner, receives his Presidential Award earlier in the day from Bob Thorniley, on left.



Upper right: Phil Kohl and Art True receiving Presidential Awards from President Bob Thorniley.



Lou receiving MMR #20 at Award Dinner.

Lou Curry receiving his MMR #20, at the Convention

1968 January MMR #21 announced. Charles "Red" Mailander



Master Model Railroader No. 21

Mr. C. M. Mailander of Waco, Texas has become the NMRA's twenty-first Master Model Railroader. Having Achievement Certificates as a Master Builder - Cars, Master Builder - Structures, Model Railroad Engineer - Civil, Model Railroad Engineer - Electrical, Chief Dispatcher (with 1,300 hours of operating time), Association Official and Association Volunteer, he received his first Certificate in 1963 and has been working towards MMR status since that time.

Mr. Mailander first became interested in model railroading in 1947, operating an American Flyer S gauge model railroad until 1951 when he converted to HO gauge. His present model railroad has been built, or remodeled, four times with numerous additional minor changes. At present, it is of 'dog bone' shape containing five separate loops connected

with 46 #8 turnouts, 2 double crossovers, 7 single crossovers, and 2 reversing loops. In addition, there is some signaling, an operating trolley bus, a traction layout with two passing sidings; 6 cab controls with separate power packs and rheostats, along with track switches, provide flexible operation.

With a model railroad pass collection presently numbering about 500, he will trade passes with anyone who is interested.

Presently LSR Historian, he has served one term as Region President, two terms as a member of the LSR Board of Directors and twice as Chairman of region conventions.

He admits to being 63, married, one daughter, two granddaughters, two cats, seven chihuahuas, and approximately 300 parakeets. He's been a resident of Waco for 62 of those years and of Houston one year.

1968 January A Couple of Region Presidents question:

Executive Council vs Board of Trustees?

1968 April

A FIRST! All Trustees attended...

March BOT Meeting Report

by President Whit Towers

Photos by Irvin Saylor

For the first time in the history of NMRA, the full complement of Trustees attended the BOT meeting in Pittsburgh, March 2, 1968. All Regional Trustees were invited to attend the Executive Council Meeting on Friday night and, with few exceptions, they showed the interest and concern for the affairs of your association to take advantage of the opportunity.

Because of the dissatisfaction expressed by some of the Area Vice Presidents over the method of operation which I inaugurated in August, of not assigning Area Vice Presidents to Department Heads, I announced to the Executive Council the return to the old system, effective March 3, 1968. Due to the rapidity with which your Executive Vice President Ken Mortimer has assimilated the many facets and facts of our complex operation, I am turning the day to day operation of our Association over to him to provide him with further experience and training for the day when he will assume the Presidency.



The BOT meeting ran from 10 A.M. to about 8:30 P.M. Officers, on extreme left and front to rear, are Secretary Charlie Kent, Treasurer "Huebe" Huebenthal, Executive Vice President Ken Mortimer and President Whit Towers.

The March Bulletin (page 6) carried a partial listing of the subjects considered by the Board of Trustees. Several last minute items were offered. In an

attempt to keep Regional Trustees better informed and allow more time for discussion with individual members and

Continued page 4



Australia's Peter Wooley, left, representing the SCMRA and British Region President Keith Capon, right, at the March 2nd meeting.



General Convention Department Chairman Ed Van Leer and NFR President Carl Homuth during one of the intermissions of the meeting.



Ken Mortimor / Whit Towers

1968 MAY

Phil Kohl, Achievement Program Chairman, drew up an interesting statistical analysis of your participation in this program.

Region	NMRA Members #	Number Participating in A. P. ★	Percentage of Members Participating
NER	2381	55	2.31%
PCR	2252	26	1.16%
MWR	1883	67	3.56%
MER	1683	38	2.26%
MCR	1349	32	2.37%
NFR	1005	21	2.09%
PNR	854	43	5.04%
NCR	764	31	4.58%
LSR	595	23	3.87%
MCoR	575	25	4.35%
SSR	433	25	5.77%
TLR	383	16	4.18%
RMR	351	12	3.42%
SER	342	8	2.34%
BR	117	9	7.69%

— Membership as of February 1968

★ — As of December 31, 1967

ACHIEVEMENT PROGRAM #220



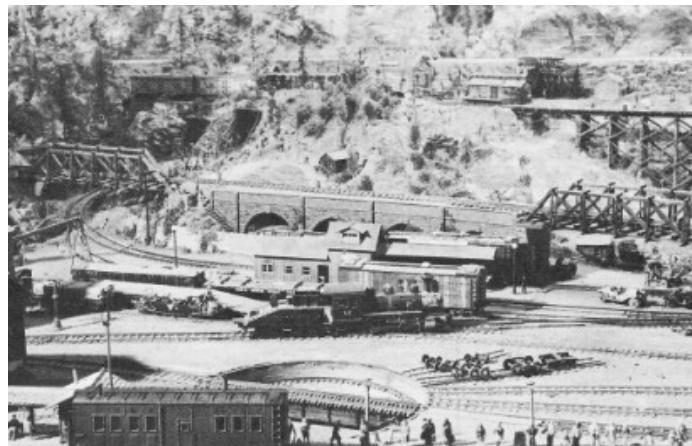
Philip H. Kohl, Chairman

Phil Kohl, Achievement Program Chairman, drew up an interesting statistical analysis of your participation in this program.

1968 June

Carol Homuth becomes MMR #22

1968 July



Having traveled over the mountainous Gorre & Dephetid HO pike of John Allen, the '68 NMRA Convention car, having been cut out at a division point, draws the populace of the area for a closer inspection.

After months of traveling to visit pikes from coast to coast, and border to border, the special '68 Convention car is returning to its San Francisco base and will arrive in time to be displayed at the August 21-25 convention. Photo by John Allen.

1968 August NMRA Secretary Charles Kent Resigns...by Whit Towers. NMRA's Loss...

It is with a real sense of loss that I inform you of the resignation of our beloved Secretary, Charles B. Kent, Jr. The loss to NMRA is great because, during the eleven years which Charlie has faithfully and diligently served us, his knowledge of the affairs of our Association has reached monumental proportions. His ability to recall fact and figure from the past has been of upmost help to me as I'm sure it has to every President under whom he served.

Certainly the Association has grown during Charlie's tenure of office and the complexity and duties of the office of Secretary have increased also. I have thanked Charlie for his long and diligent service to NMRA on behalf of all members. Perhaps some of you can find time to drop him a note of your appreciation, or even welcome him back to the ranks of the active model railroaders.

I'd like to share Charlie's letter of resignation with each of you:

25 May, 1968

From Charles B. Kent, Jr. To Whit Towers

Dear Whit:

After considerable thought, weighing the pros and cons, I find that, due to there not being sufficient hours each day, I must tender my resignation as Secretary of the NMRA, to become effective upon the selection of a new Secretary, but no later than 1 August, 1968.

The primary reason is that the work, as assignment of Secretary, has become too involved to be considered as a "hobby", or a part time job — that is, as I have been doing it. It possibly is time for new blood to enter the picture, with new ideas and ways of performing the numerous assignments involved with the Office. There is also the situation that I have obligations within the house itself that have to be thought of — and the time that I have spent during the past few years have made me sacrifice my "other job" of seeing things are accomplished around the home. The decision has been a hard one to make,

but I think this move at this time is the right thing to do.

In order to keep abreast of what is happening within the NMRA however, I should like to retain the appointive assignment as Chairman of the Executive Handbook Committee. This assignment, although important, is less demanding as far as time is concerned; and would further relieve the Secretary's office of the responsibility of maintaining these records. This, however, is up to you and Mort, as the Committee falls under the jurisdiction of the Executive Vice President.

Needless to say it has been an honor to have served as Secretary of the NMRA for the past eleven years. The friends that Grace and I have made are many, and will be long remembered by the two of us.

It has been a pleasure to work with you, Whit, and I know that in the future we'll be able to get together and talk about the "good old days".

Sincerely,

Charles B. Kent, Jr.

The task of locating a suitable replacement capable of carrying on in the tradition which Charlie established was not an easy one, but once again Charlie proved his help and thoughtfulness in regard to the best interests of the Association when he suggested the name of A. W. "Jack" Weir, whom he had been training as an Assistant to the Secretary.

With the approval of the majority of the Executive Council, I have, in their name, appointed A. H. "Jack" Weir to the office of Secretary, effective July 1, 1968, to serve the balance of Charlie's term.

I anticipate that the Executive Council at the August meeting in San Francisco will appoint Mr. Weir to the Office of Secretary for the forthcoming administration; 1968-69.

Needless to say I've assured Charlie that the Chairmanship of the Executive Handbook Committee, a monumental document which Charlie himself first inaugurated, is his for as long as I'm your President.

1968 August

“Queen” Railette: Faith Rider Obit

Faith Rider



The San Diego Model Railroad Club records show that on May 9, 1952 an application for membership was accepted from Faith Rider. George, her husband, joined at the same time.

I had met this pleasant couple during the evening when they came in the door. George wanted information about the club. “For both of us,” he said. “My wife is probably even more of a model railroader than I am.” We exchanged model railroad experiences and thus began a long friendship, and association within the hobby of model railroading.

Faith held club offices of Vice President, Secretary, and member of the Board of Directors during her years as an active club member. We could always depend on Faith to provide the refreshments for the “coffee break” when the member scheduled for the job failed to show. Eventually she took over the whole job on a regular basis, typically volunteering to do a thankless job to make model railroading more fun, for others. This was the motivation for all that Faith did in the years to follow.

It was her concern for the wives of model railroaders, then referred to as “railroad widows”, which sparked the club “pot luck” dinners and similar affairs planned to give the wives something to do other than sit and wait until hubby ran his trains.

It was for one of the early Pacific Coast Region conventions in San Diego that Faith originated and planned the first program for the ladies. The term “railroad widows” disappeared, replaced by the name Railettes. The name became official in the P.C.R. and in a short time was adopted by the NMRA. We all have seen the results of this work by Faith. Every National convention, and most of the Regions, now include a planned program of events for the ladies, not forgetting the children.

As Railette Chairman on the NMRA Convention Committee, Faith, and her two right hands, Rosella Nash and Lethia Payne, worked with the convention host committees to develop Railette programs. Railette jewelry and the Cookbook resulted from the deep-seated wish to do something for others. At each National convention she attended Faith always had some gift to be given to the attending Railettes. Few of the recipients knew that these were provided by Faith and not from registration fees.

A term as Chief Clerk of the San Diego Division, P.C.R. and two terms as Editor of the P.C.R. Branch Line testify to Faith’s willingness to work for the benefit of others.

Faith Rider died on July 11th after an illness of several months. Her many friends throughout the NMRA will surely miss her.

K.P.B.

1968 September NMRA HONORS PROGRAM



George Hook, Ed Van Leer, John Armstrong

**Three Distinguished Service Awards (DSA) were issued to:
George Hook, Francis S. Brown and John Armstrong.**

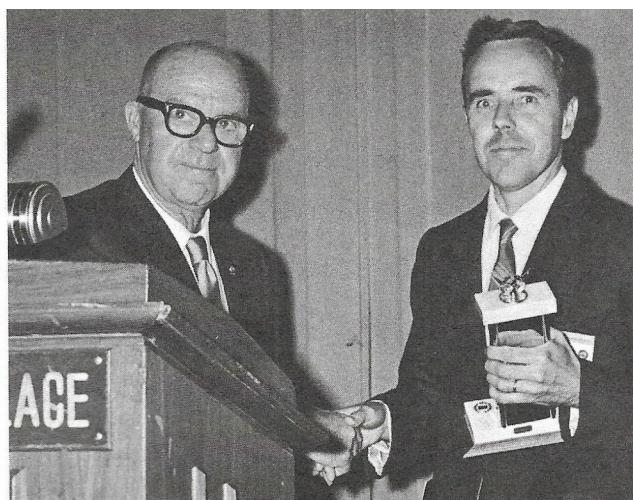
NOTE: Brown's Award accepted by Edward Van Leer.

The DSA recognizes "exceptional meritorious service" to the hobby of model railroading.

1968 Gold Award

The Gold Award, highest NMRA recognition for modeling excellence, was presented at the Awards Dinner to William Albertson, Santa Barbara, Cal.

The winning model was an HO scale UP gas-turbine electric locomotive Bill had entered in the San Francisco convention NMRA Model Contest.



The Gold Award was presented to William Albertson, right,
by Jack Kirby Taylor MMR. Photos by Bill Plunkett

1968 September

The Presidents Award, given for activity over and beyond the specific demands of the NMRA office or assignment the recipient holds, were presented to three members at the August convention Awards Dinner.

Douglas H. Hitchins, General Chairman of the Promotion Department, received the Presidents Award for "His continuing worthwhile contribution of effective activity in the field of promotion and for his contribution to the hobby and the enrichment of the knowledge of all modelers through his contributions to the NMRA BULLETIN."

Robert S. Adams, retiring Data Sheet Committee Chairman, "For his major contribution in the field of Data Sheets and for his authoritative, stimulating and always interesting series of historically significant articles in the BULLETIN," received the Presidents Award.

James Trott, Minister ex-Portfolio and member without an official NMRA job, received the Presidents Award "For the joy his cartoon characters has brought to all, through the BULLETIN and through the regional publications, and whose continuing efforts in the field of promotion are beginning to take effect by increased membership."

President's Awards



Receiving the Presidents Award; left to right, Jim Trott (wearing his Special Award, see below), Bob Adams, retiring Data Sheet Chairman, and Doug Hitchins, General Chairman, Promotion Department.

Photo by Bill Plukett.

...Special Awards Presented By the President



Following these presentations President Towers stated: "I have two more awards which, while not under our Honors Program, are given by me with heartfelt thanks and warmest personal wishes for upholding the fun side of the hobby of model railroading."

"The first annual PINHEAD AWARD goes to Jim Trott, for obvious reasons." (See October, 1967 Bulletin, page 11.)

In making the second special award the President said. "The I. W. HARPER AWARD goes to the fellow in the background with the recall petitions to impeach your President. This is the fellow whom you may have seen at the Executive Council meeting, or at the Board of Trustees meeting, gliding up to the head table with a beaker of suds or a triple Scotch, in an attempt to make life's darkest moment a bit more bearable for your President."

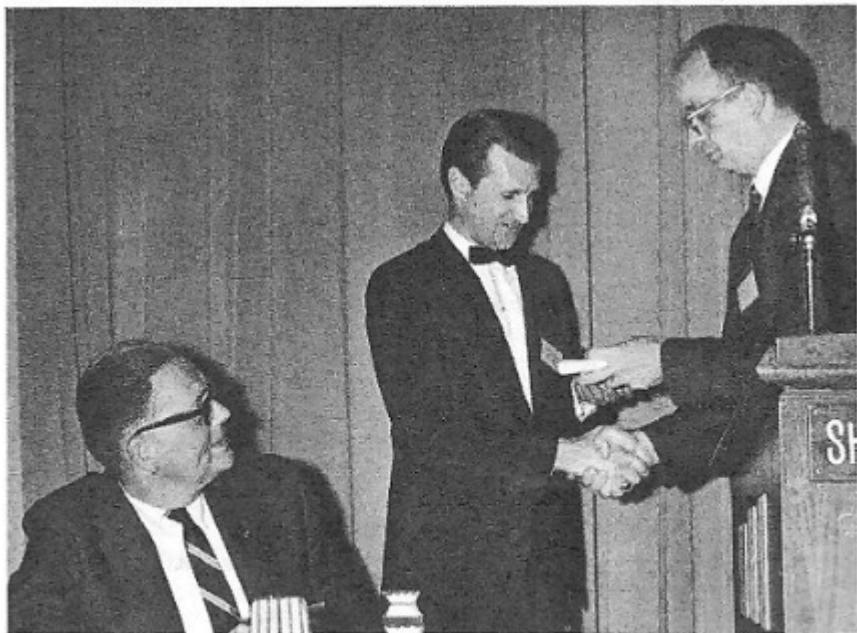
"This I. W. HARPER AWARD goes to Leighton Keeling and I specifically charge our capable Conformance-Inspection Chief, Eric Bracher, to make certain the contents of this bottle conforms to all applicable NMRA STANDARDS."

Upper left. Jim Trott receiving his special "Pinhead Award" cap from the President. Photo by Mike Spolini.

Left. In accepting the special "I. W. Harper Award" Leighton Keeling was very skeptical of entrusting it to C-I to check contents for conformance to NMRA Standards, as charged by President Towers. Photo by Bill Plunkett.

1968 September Formally recognized at Convention

Master Model Railroader #23



Eric Bracher, center, receiving his certification as MMR #23 from AP Chairman Phil Kohl. Leader Whit Towers on left.

SEPTEMBER, 1968



Part of the more than 1,000 who attended the Awards Dinner at the San Francisco convention.

Photo by Bill Plunkett.

1968 September

1,000th A.P. Certificate

Eugene E. Hickey, of Minneapolis, Minnesota, has earned the 1,000th Achievement Certificate. Gene's new Certificate is Master Builder—Structures. He qualified for the Certificate by earning three prizes for his structures at the Thousand Lakes Region Convention in June, 1968. Gene has scratchbuilt some 10 bridges, a roundhouse, an engine shed, two turntables, four water tanks, six depots, two coal docks, a car repair shop, a large mine, a snowshed, and 30 other assorted and related buildings. In addition, he's built 15 structures from kits.

This is Gene's sixth Achievement Certificate. His others are Master Builder—Cars, Master Builder—Scenery, Model Railroad Engineer—Civil, Chief Dispatcher, and Association Official. Gene is also presently serving as the General Chairman of the 1969 NMRA Convention to be held in Minneapolis.



GENE HICKEY, MMR

1969 January Life Membership at 60...

Proposed Change to the Constitution

The following Constitutional change proposal will appear on the 1968 NMRA ballot:

By action at its meeting of March 3, 1968, the Board of Trustees of the NMRA, Inc. proposes the following amendment to the Constitution:

That the existing paragraph of Article II, Section C. "Life Membership" be identified as "1", and adding paragraph (2) to read as follows:

(2) Retired Life Member: Any member upon reaching the age of 60

years shall be eligible for Life Membership upon application to the Office Manager and payment of the sum of Fifty Dollars (\$50.00) in a single payment.

The preceding proposed amendment change is in answer to the many queries from the members who are now approaching the age of retirement, and who feel that with retirement, and severe cutbacks in their earnings, they would not be able to continue with their NMRA memberships. With this proposed

change, as it reads, these older members would not be lost to the NMRA, and would have a chance to continue with their membership and enjoyment in the hobby, plus the fact that they would and could serve a very useful service to the NMRA in their retirement years. Your YES vote on this amendment could greatly benefit the NMRA plus save a goodly number of regular members who would normally be lost to our great organization.

1969 January

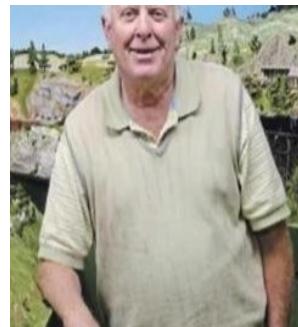
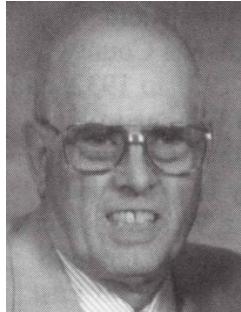
Gene Hickey pictured above becomes MMR #24.

1969 January

1969 April. Pastor Charles McCoy (Methodist) earns MMR #25!

1969 June. Warren Weston earns MMR #26

1969 July. David Lee earns MMR #27



HICKEY

McCoy

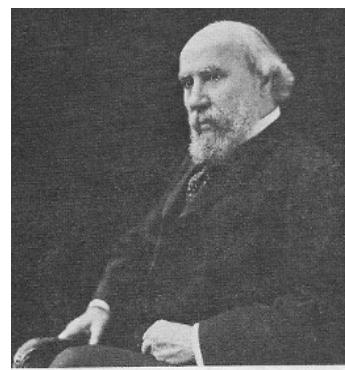
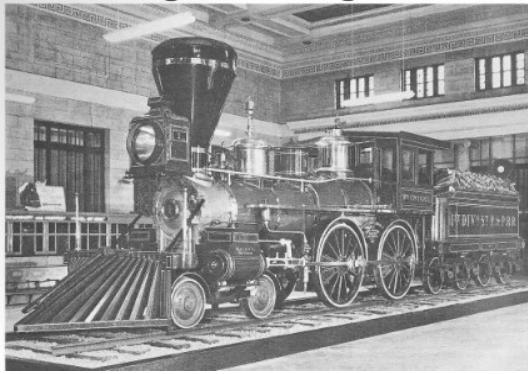
WESTON

LEE

1969 July

Promoting the Upcoming Convention

MINNEAPOLIS NMRA CONVENTION
August 13 through 17



FIRST RAILROAD ENGINE in Minnesota (1861), the William Crooks. This engine was also engine #1 for the Great Northern in 1889. It eventually became James J. Hill's (the "Empire Builder") personal train. Convention next month (Aug 1969).

1969: August

1000th Life Member

A nine year NMRA member applied for Life Membership and the Marion, Ohio resident, a Erie-Lackawanna yard conductor in the E-W Marion Yard for the past eight years, became NMRA Life Member #1000.

Thomas Indoe is thirty-six years old, married and has four children. Educated in the public school system of his home town, he is also a graduate of an electronic school.

A pike in the attic of his home has more than 500 feet of track and features a working hump yard. Motive power is a mixture of steam and diesel, modeled after B&O prototype, and the pike has over 100 cars. At present the addition of scenery to the pike is underway. A number of the Marion Model RR Club for ten years, he is a past president of the organization.

In addition to his E-W employment he also works as a service technician in his father's heating and major household appliance business.

Tom has been active in the Boy Scouts of America for 28 years, is a member of the local yacht club, holds a grade of Junior Navigator in a United States



Thomas C. Indoe

Power Squadron and is an active certified American Red Cross swimming instructor. He also has served four years in the Air Force as a radar tailgunner in B-36s.

1969 October Published from August Convention...



Banquet guest speaker John W. Budd, President of GREAT NORTHERN RAILWAY, receives 5-chime whistle from Convention Chairman Eugene Hickey.

1969 November Paul Moon earned his MMR #30.

1969 December

Thirty (30) men earned MMR in the 1960s (1st Decade of AP)

By the end of the decade, Whit Towers began his ten year term as Bulletin Editor, and membership had reached 15,000.

1970 February Lawrence E. Black Jr. becomes the FIRST MMR #28 in the Central Indiana Division. #29 is listed immediately after him, Francis T. Hughes, also CID, in the same Bulletin.



Lawrence E. Black Jr.

Francis T. Hughes 1st MMRs in CID

In 1970, two years after the NMRA had decided to implement a complete study of the operation of the organization, the committee delivered its results.

Although the Board of Trustees voted to abandon the study, some of those recommendations were later revisited and implemented (many, many years later).

1970: March Paul Moon becomes AP Chief



PAUL MOON, MMR

No. 220 Achievement Program Paul F. Moon, MMR, Chairman

It is with a great feeling of regret that we accept the resignation of Philip Kohl as AP Chairman. Phil has done a fine job as witness the increase of MMR's from 14 to the present 30. Phil says he is going back to model railroading again and see how that goes.

We are fortunate in having a fine vice-chairman in the person of Paul F. Moon MMR who has accepted the job as Chairman of the Achievement Program and will take over the reins as of March 6, 1970. We trust that all will give Paul the support that was given to Phil.

Paul's background appeared in the March Bulletin with the announcement of his becoming MMR #30.

MANY A MEMBER FIRST
LEARNED ABOUT THE NMRA
THRU OLD BULLETINS—
PASS 'EM ON TO NON-MEMBERS!



1970 April A brief overview of the Achievement Program



Master Builder Motive Power



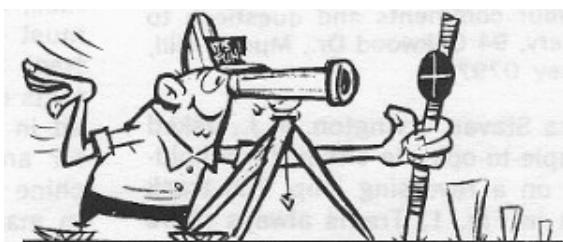
Master Builder Cars



Master Builder Structures



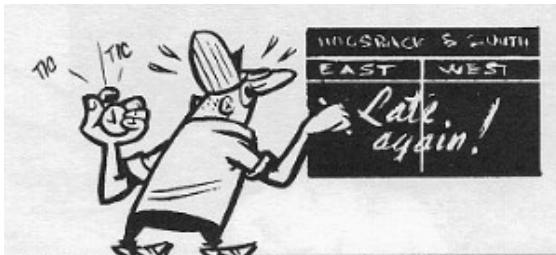
Master Builder Scenery



Model Railroad Engineer Civil



Model RR Engineer Electrical



Chief Dispatcher



Association Official



Model Railroad Author



Master Model Railroader

1970 April

There was a huge reorganization report printed in the Bulletin. The NMRA was experiencing growing pains and committees had been organized to attempt to create a more efficient structure.



1970 April

Theodore W. Davis of Anderson, IN, CID, becomes MMR #31.

July 1970 Sad news...ROBERT I. THORNILEY PASSES AWAY

ROBERT I. THORNILEY

Robert I. Thorniley (or as most of us knew him—Bob) died suddenly at 4 a.m., April 18th, following an operation performed on the 17th. He was 56 years of age, having been born on February 4th, 1914 in Marietta, Ohio.

Bob's services to the NMRA were many. He received the President's Award from A. B. (Brad) Bradley in 1963 for his work in reactivating the Regional Organization Committee (GROC), this committee now being part of the Services Department. Following this assignment he was elected Executive Vice President (under Bob Brinkman) and two years later was elected President, where he served two full terms. Not accepting retirement from active participation Bob served as Chairman of the Nominating Committee, and was currently Chairman of the "101 Study Committee" whose results of their work were just materializing.

Bob was only awarded three Achievement Certificates—one being Model Railroad Engineer—Electrical for designing and wiring the old McKeesport Club layout . . . the other two being Association Volunteer and Association Official.

Both he and Scottie, his wife, will be missed at the National and Regional conventions where he had many friends. He's at his final home now, in Morgantown, West Virginia, where he was buried on April 20th. There's only one person like him, and that's Bob Thorniley—greatly missed by his many friends in the NMRA, MCR and McKeesport Club.



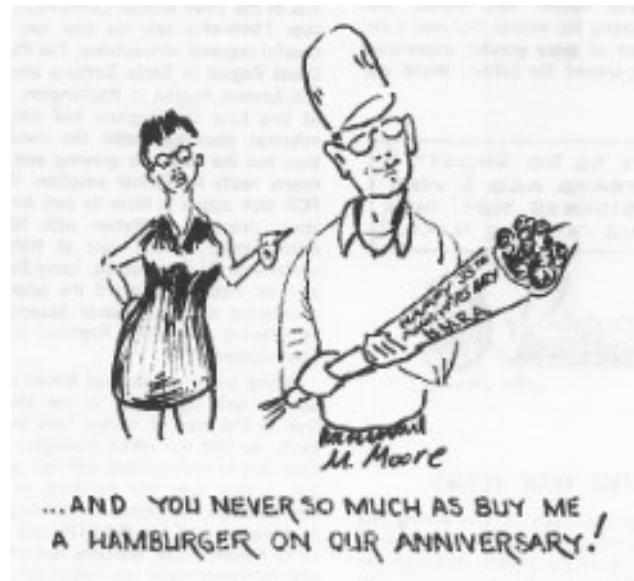
1970 July Announced...

**35TH NMRA
'HEART OF AMERICA'
NATIONAL CONVENTION**

AUG. 19 THRU 23 ST. LOUIS, MO.



1970 NMRA Celebrates 35 Years of Service to our Hobby



1970 September 35 Years! 1935 to 1970 by Pres. Ken Mortimer

It seems like just yesterday that we celebrated our Silver Anniversary at the Edgewater Beach Hotel in Chicago. The last time that I passed the Edgewater Beach it was being subjected to the indignities of the "Headache Ball" and will soon be replaced by a stand of high rise apartments.

Things change, and we must also be ready for the changes that time will bring to our hobby. While time has been unkind to the Edgewater Beach Hotel it appears to have treated the NMRA with much gentler hands. During these past ten years we have grown both in numbers and in strength. Our membership is now more than fifty percent greater than it was a decade ago.

When that little group met in Milwaukee in 1935 there was chaos in the field of model railroad interchange. Today one can enter a hobby shop and make a purchase with reasonable assurance that the item that he buys will operate on his layout without major rebuilding. Our influence in establishing trends in the hobby far exceeds our relative number in the field.

While a few manufacturers and dealers still contend that our NMRA wheel flanges are too shallow, the recent Model Railroader survey of the Hobby indicates that the vast majority of those in the hobby prefer the NMRA wheel profile to wheels based on European model railroad practice. Perhaps a better indication that the NMRA is fulfilling its prime objective is a letter on my desk from a subcommittee of the American National Standards Institute asking for our opinion on certain standardization procedures.

I know that the NMRA is far from perfect and there are many things that we must change if we are to keep our position in the hobby but we must be doing something correctly. While a membership of 10% of the people who show interest in the hobby is not as great as any of us would like to see I am sure that we represent the heart of the hobby. I know that some of the minority interest modelers feel that we neglect their area (And perhaps we don't do enough selling to them) I still know of no other group that can represent and serve them as well as the NMRA. There are a great number of areas in which the NMRA can better serve the hobby and we must strive to improve our services to our members. Your officers are well aware of these areas and are looking for ways to improve our entire operation. However when you look at what has been done in the past thirty-five years you must agree that we aren't doing everything wrong.

Since Whit and his staff have been working on a more formal history of the Association for this issue I'm going to take a little space to reminisce about some of the events in our history. Perhaps the sharpest imprint is still that left by the news of the tragic "Speedrail" accident that occurred at our fifteenth annual convention. The head-on crash of two articulated trolleys cost the lives of ten of our members. For many years it was a tradition to serve Baked Alaska for dessert at the midyear BOT meeting in memory of Pop Beck, one of the victims, who for many years operated the convention "Dreamliners". Those Dreamliner trips across the country to and from the convention were really something.

Imagine a whole week on a train with a group of kindred spirits. It is something that we probably will never be able to do again. As monumental a trip was the one made on the model railroads of the country by the HO scale Greeting Car Express of Chuck Douds which crossed and recrossed the states (even riding on a flat car so that it could travel over O scale lines) before ending up at the Silver Anniversary Convention.

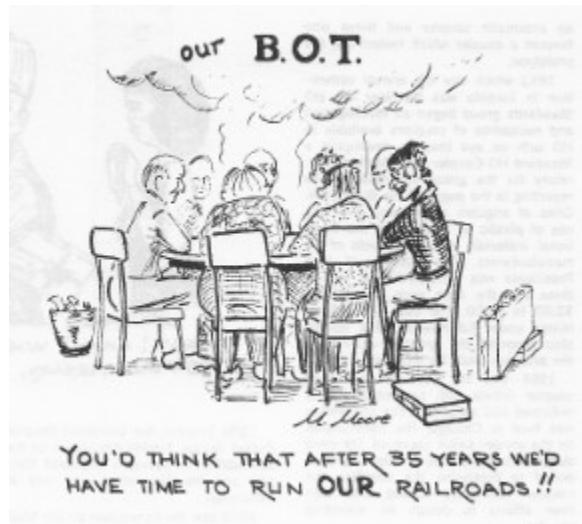
I don't know which Convention memory is the most pleasant. It might be the moonlight trolley trip to the top of Mount Washington after the Banquet at the Pittsburgh convention when Audrey hurried me along so that we could ride in one of the old Museum cars instead of the more conventional PCCs. Or was it the visit to Elliot Donnelly's fifteen-inch gauge backyard layout and the luncheon that he and his wife so graciously hosted for a whole convention. Or perhaps for sheer enthusiasm the greeting by the band and the residents of the town of Joliet on the fan trip out of Montreal.

Yes, I've enjoyed fellowship of many fine people in the NMRA. I've spoken to and argued with and finally eaten omelettes with some top notch people at two in the morning. This has added as much to my enjoyment of the hobby as has watching the simulated night run of a trolley on one of the better traction layouts with the headlight blinking and the trolley wheel sparking as the pole would bounce on the wire, or the utter fascination of watching a model Shay stir up the cinders as it tried to hide a maximum speed of 15smph.

And then there was the time that I was visiting one of the better known model railroads and was working one of the yard cabs. I had been directed to spot a recently arrived mainline locomotive over the ash pit. When the locomotive was spotted the ash pit emitted clouds of steam and I wondered if that DC 60 was really burning coal rather than amps.

Has the hobby improved in the last thirty-five years? I should say that it has. Who would have predicted then as we strove for a common value of gauge that we would be arguing about a possibility of exact scale Standards or that we could purchase an articulated locomotive in a scale almost half the size as the then scoffed at HO. When someone complains about the quality of the present hobby supplies I go to my secret place and bring out a Swift reefer built from a Future Designs kit with printed (not embossed) sides and ends. It was bought when you paid extra for two rail insulation even on HO cars. As you look at that display of imported brass on the dealers shelf and see the variety of equipment that is available in the various scales, remember when the HO modeler had a choice of either a Varney Dockside, or a Mantua Mogul or a Mantua Mother Hubbard Switcher, or else you really made it from scratch with no nice lost wax castings to doll it up. Is improvement possible? It certainly is and I wonder what will be on the hobby shop shelves ten years from now. At our Golden anniversary convention, what will the kids who are building scratch build HN3 geared locos call us old timers who are satisfied with the models that were in operation in the good old days of 1970.

1970 September. Our National Board Continues to Work Hard



1970 October

Fine Scales Standards Proposed and John Allen discusses how using photos can improve your modeling. The lens doesn't lie.

1970 December

NMRA Bulletins have been 48 pages long recently, but will be reduced to 32 in the upcoming year. Why? Economics to avoid a dues increase.

1971 January Two More Announced as MMRs



Milton Sorenson, MMR #32



Carl Lundquist MMR #33

1971: February by Whit Towers. Excellent Message!



The NMRA advances the worldwide scale model railroading community through education and standards as well as advocacy and fellowship.

You Can Kill NMRA

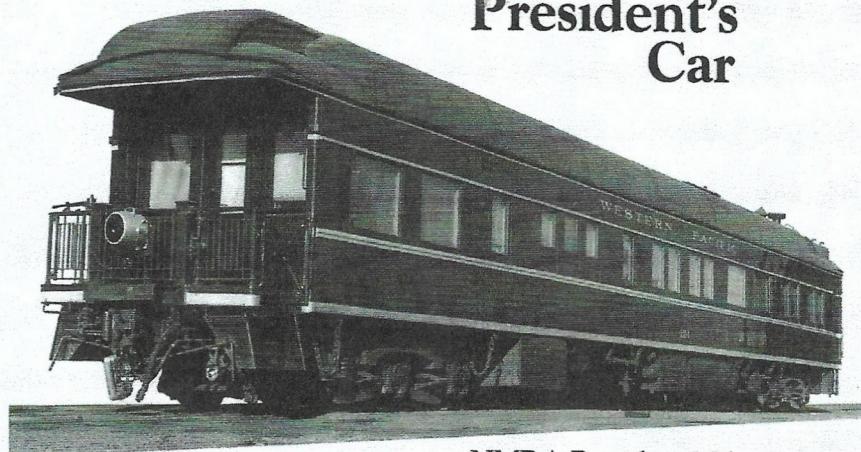
Last month, I mentioned that Western District Director Jack Hamilton had sent me a packet of gems from old *NMRA BULLETINS*, and I ran a sample from 1980 in this space. This month, I'd like to share with you something from February 1971, back when the legendary Whit Towers was serving as *BULLETIN* editor — and, amazingly, doing duty as the Pacific Coast Region president at the same time:

So it's that time of month when I gotta write another Whimsie? At least my ego says I should provide some "Pearls of Wisdom" for the members. While it's doubtful that many among you waste time resting your orbs on this space, experience has shown that a few do, particularly when the subject matter pricks a balloon, or gores a favorite cliché. Then the old mailbox gets stuffed and the bleeding is indeed profuse.

Normally I concern myself with affairs of our great hobby, leaving Association matters, causes, and great decisions to those in command, however my pal Bill Kee has sent me a list of precepts aimed at the ladies and in line with the women's lib movement afoot — perhaps they apply equally well to the male of the species.

TWELVE WAYS TO KILL AN ASSOCIATION*

1. Don't ever come to meetings.
2. If you come, come late.
3. NEVER accept an office — it is easier to CRITICIZE than DO.
4. If asked by the chairman to give your opinion regarding some important



President's Car

NMRA President Mike Brestel

It Applies To Us, Too!

I remember reading this *Whimsie* way back in 1971. At the time it made quite an impression on this 19-year-old college student. While Whit's assumptions about the roles of men and women understandably reflect the tenor of the early 1970s, the cautions against corrosive association behavior are, unfortunately, just as applicable today as they were more than 40 years ago.

5. Do no more than is absolutely necessary, but when other members roll up their sleeves and willingly use their abilities to help things along, HOWL THAT THE ASSOCIATION IS RUN BY A CLIQUE.
6. Hold back your dues as long as possible.
7. If you don't receive a bill for your dues, don't pay.
8. If you do receive a bill for your dues after you've paid, RESIGN.
9. If you receive service without joining, don't think of joining.
10. When you attend a meeting, vote to do something; then go home and do just the opposite.
11. Agree to everything said at the meeting and disagree with it outside.
12. When asked for information or help, don't give it.

*The above was "lifted" in its entirety from the *Ninety-Nine News* (International Organization of Women Flyers), who in turn picked it up from the *Australian Air Pilot*.

Surely no one joins any group intending to become an association killer — it must happen over a period of years, after many disaffections and disappointments. My 44 years as an NMRA member tell me that common goals, active participation and contribution, and friendships help us stay positive, avoiding the dead ends described in Whit's 12-point list above.

Speaking of participation and contribution, it's not too late to pull your ballot out of February's *NMRA MAGAZINE*, mark it, and mail it to HQ. You can help determine the NMRA's future direction. Do it now, before you forget...VOTE!

1971 March

Ted Norcross announced as MMR #34

1971 April



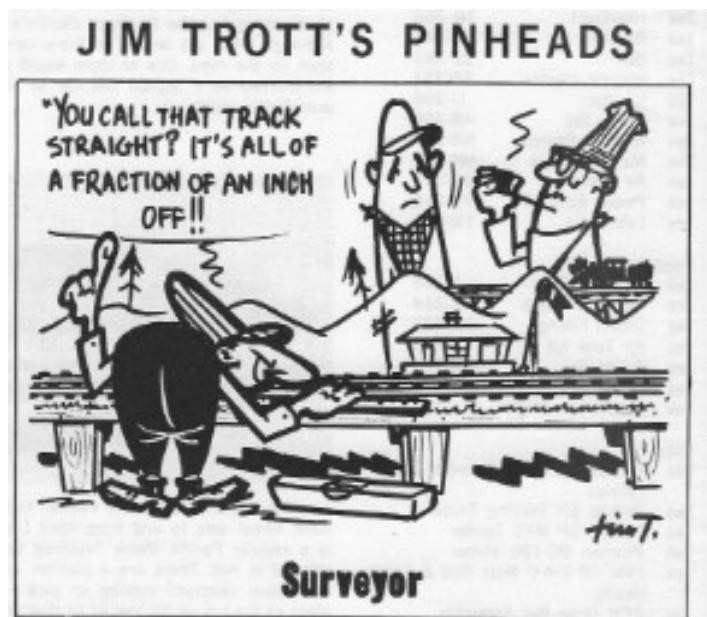
DAVID E. RENARD, MMR #35



David Renard announced as MMR #35

1971 May

A long discussion about where conventions are and why. An article about the price of brass.



MANNERS FOR VISITORS

Phil Kohl, Editor of PNR's 4th Division Grab Iron recently put forth 11 Commandments for those who visit model railroads under the heading, MANNERS FOR VISITORS, which I feel should be read by every potential model railroad visitor.

Commandment #1: Look with your eyes and not with your hands! If you must touch, ask permission first and be not offended if the permission is denied. And don't snoop through drawers; your host is entitled to some privacy.

Commandment #2: Don't lean—stand on your own two good feet. The benchwork and scenery wasn't built to withstand the onslaught of a herd of elephants, let alone the sharp elbow of a model railroader. If your host gently reminds you of this commandment, accept his rebuke graciously.

Commandment #3: Don't try to monopolize the time of your host—he has agreed to try to entertain a group, not just you alone. If you must take pictures, ask permission, and then be considerate of the other guests; they want to see, too!

Commandment #4: Don't criticize. Your host is probably proud of his work and he is probably more aware than you are of its shortcomings. But DO find something to compliment if you can. This applies particularly if you have acquired a reputation, deserved or undeserved, as a model railroader.

Commandment #5: If you must take children, their behavior is your responsibility.

Commandment #6: Don't expect your host's wife to entertain your wife or girl friend or babysit your children—she just might not share his enthusiasm for the hobby and its people.

Commandment #7: Try to arrange matters so you won't have to ask where the potty box is; his septic tank may already be overloaded.

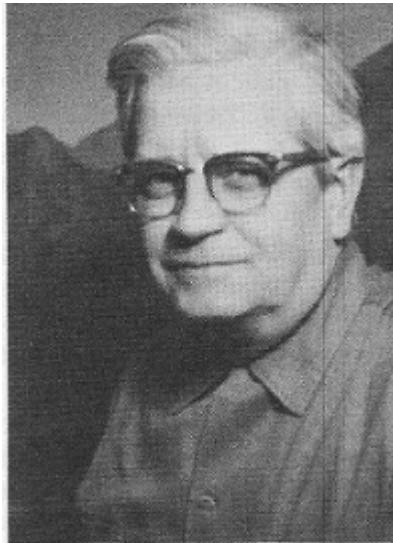
Commandment #8: Don't linger longer. Leave before you have worn out your welcome. If your host enjoys your company he can always invite you back. If a lot of people are present, leave to make room for the newcomers, especially if things are getting crowded.

Commandment #9: Don't ask your host to run your equipment on his railroad—except by special prearrangement.

Commandment #10: Take your property with you when you leave—your host doesn't want to run a lost and found service. If you see ashtrays, you may smoke (but not cigars); if you don't, forget it! Go have your nicotine fit elsewhere.

Commandment #11: Don't litter, and come and go softly—your host will have to live with his neighbors long after you have gone. Park your wheels considerately—it won't hurt to walk another 30 feet.

1971 June



No. 36—Karl E. Parshall

Karl Parshall announced as MMR #36

1971 July

Trying to build the hobby

TEEN ASSOCIATION OF MODEL RAILROADING

by Mike Bonk

As with many BULLETIN articles, this one is aimed at a minority. No, I am not talking to S gaugers or N, traction fans or diesel buffs—that is, not unless you are between ten and twenty years of age. It is this select group that the TAMR serves.

Not a branch of the NMRA, but a separate brother organization, the TAMR is the only world-wide group dedicated to helping teens with the hobby.

What help do we give? Plenty! The members of the TAMR share your interests, goals, and problems. If ever you need help we will do our best to give it to you.

Material things? For your dues, \$2.50 per year, you receive the usual member-

ship card and constitution, as well as a subscription to the HOTBOX, which comes out about every two months. No hard-to-read, Xeroxed paper, the HOTBOX is a printed magazine containing about twenty pages of articles, photos, and drawings by the members. Topics include both prototype and model railroads, modeling tips, and members' biographies. There are also regular features on such subjects as narrow gauge and traction, all written by and for teens.

Still more? We have regions. There are nine in the United States and Canada, and one in Europe. Some of these are going strong, and others need someone to take hold and shape them. Dues,

if any, vary from region to region, and usually only cover the cost of a regional newsletter.

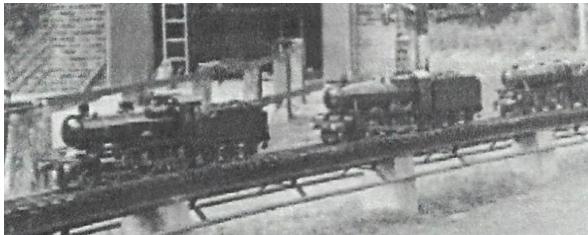
If our offer has not yet reached you, we give you one more thing—friendship. Writing and meeting other members, trading tapes, passes, or whatever, is the greatest offer we can make. Friendship is what we are all about. Try it and see.

If I have reached you, write to:
Gary Tempco, TAMR Secretary,
18401 Wildwood Ave.,
Lansing, Illinois 60438

For those "oldsters" who have been interested enough to read this, that is those twenty and over, write for Associate membership info.

1971 FIRST OVERSEAS CONVENTION LONDON!

AT TILGATE 4-6-0 Southern Loco No. 854 Crossing Bridge



AT BEECH HURST

Three live steamers lined up for inspection on 5-inch gauge track. 4-4-0 built to "LBSC" Maid of Kent design, owned by Mr. Mike Killick. 4-6-0 Great Western modified "Hall" class, "Whaddon Hall" built and owned by Mr. Les Clark. 4-6-0 based on L.M.S. Class 5 Mixed Traffic engine, owned by Mr. Mike Killick.



AT CRANLEIGH

4-6-0 locomotive and train leaving Aldwick Station and passing the gates. Gauge 1, 1 3/4" track gauge. Mr. Edward Griffith viewing.



1971 August

One Man Promotes the Hobby



An introduction to model railroading was offered during 1971 National Model Railroad Week by the East Meadow, N.Y., Public Library through a display case filled with railroad models and information and a special evening program that included movies and discussion by experienced model railroaders.

The display, which went on view Feb. 18, attracted so much interest that its scheduled period of one week was doubled. NMRA member Al McCollough of East Meadow, who is also vice president of the library's board of trustees, put the display and program together with the cooperation of Frederic A. Krahm, the library's assistant director (shown in photo examining the display).

Equipment shown ranged from the newest N-scale models through HO, S, and O scales, together with books, recordings of steam locomotives in action, and other library materials of use to modelers. To exemplify the typical transition from toy trains to true scale models, the showcase included an American Flyer O-gauge locomotive and car dating from 1927, a 1930 Lionel Standard gauge 318E loco and observation car, and a current Lionel O boxcar. Among other items were an O-scale model of Casey Jones' ten-wheeler 382 along with sheet music from "Casey Jones, The Brave Engineer"; a San Diego brass traction model; an unassembled HO boxcar kit, and detailed captions explaining each item of equipment shown.

More than 100 persons attended the film program, which included three films on model railroading and two showing actual railroads in operation. Material about the NMRA was distributed and Ira Rothberg, president of the Sunrise Trail Division of the NMRA Northeastern Region, spoke and answered questions about model railroading. Several other experienced modelers took part in the question-and-answer period.

To provide material for the display, Al McCollough drew upon his own collection of HO, O and tinplate equipment and borrowed other pieces from friends and two cooperative hobby shops in the area.

1971 September

DISTINGUISHED SERVICE AWARDS

Robert P. Brinkman of Birmingham, Mich. was chairman of the 1956 Nominating committee, president of NCR in 1959 and 1960. Became Executive VP of NMRA in 1962 and 1963 and was the recipient of the President's Award in 1963. He became NMRA president in 1964 and 1965. In 1966 was appointed to the position he presently holds, that of chairman of the Industry Relations committee.

Jack Kirby Taylor of Clarendon Hills, Ill., was president of MWR, was nominated for NMRA president but lost to Whit Towers. His prime achievement was the chairmanship of the Achievement program, getting it under way and setting the criteria for the excellent program, becoming since his semi-retirement one of our MMR's. Jack has contributed two tape-slide clinics to NMRA and continues to promote NMRA at every chance, including several new members at each Open House during model railroad week.

The Honors committee under the able leadership of Watty House proposed the following NMRA members for the Distinguished Service Award for this year. Each of these men have devoted at least ten years of service to NMRA and have been evaluated under the following criteria: In addition to holding responsible position for some time, how well were the responsibilities discharged, were the contributions more than required, what was their attitude toward NMRA, and were they respected by the members and trustees.

Howard P. Weaver of Barberton, Ohio, has quietly gone his way for many years compiling the periodical index which has become so very useful. As chairman of this committee he has done an admirable and competent job, completely unheralded but producing something we all look forward to receiving each year.

The officers and trustees of the NMRA concurred emphatically with the Honors committee choices. Congratulations to each and all for your long and outstanding volunteer work in furthering the aims of NMRA and model railroading as a hobby.

1971 October. A Record That May NEVER Be Broken! 3 HOURS!



Youngest Member?

Bob Bast reports receiving a family membership for Daniel James Birchall of Mt. Holly, New Jersey. Aside from being the town where our eminent Prexy resides there is nothing unusual about another member, or even a family member. Besides, since when did we start to carry a list of new members? That would really take up space!

You'll recall that there are a couple of questions asked on the membership application blank:

1. Age
2. How long in hobby?

In both cases D. J. Birchall's father put down the same answer, 3 HOURS.

1971 November



1971 December Cover of the Bulletin

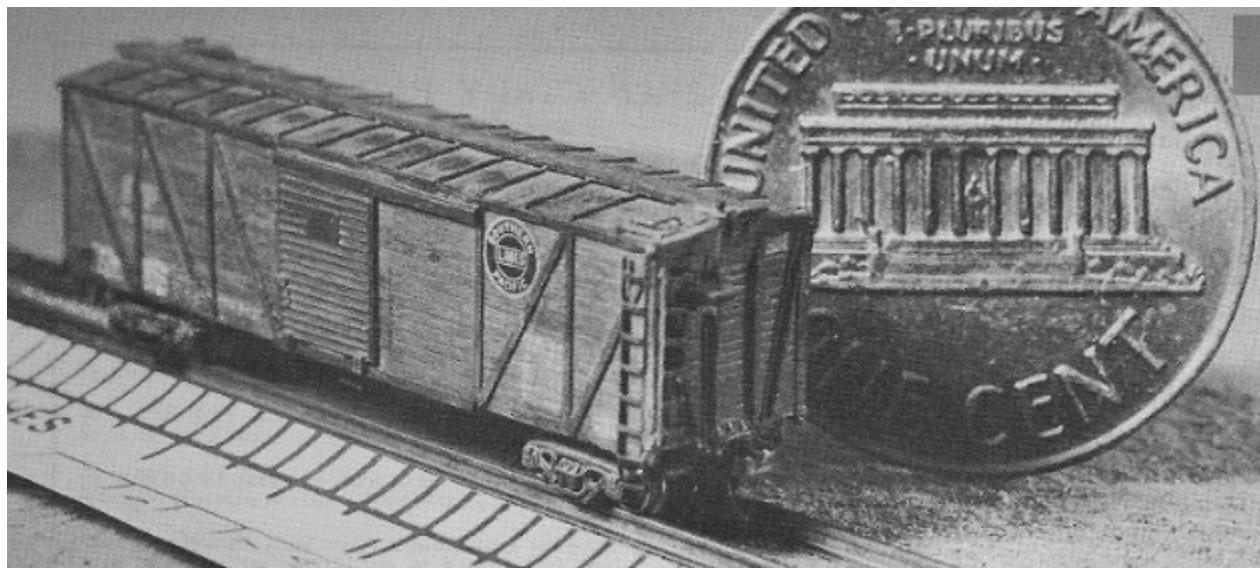


1971 December Newest Master Model Railroader #35



Richard E. Bradley

1971 December



**Watch Out N
1/400th
Is On the Way**

1972 January

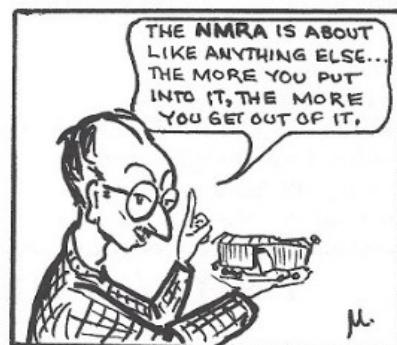


Where model railroading offers plenty of activity, live steam presents opportunities for complete relaxation as this candid shot taken by John Coots at recent Live Steamers meet in Los Angeles indicates.

1972 February

Member's Aid Chairman Dave Marlowe wrote a column reminding Members of the MEMBER'S AID Department, staffed by one Member from every Region, to help beginners or whoever may have a model railroad issue.

Robert Steele announced as MMR #38



1972 March Participation—Your Pleasure and Responsibility

Most of us who join NMRA plunk down our dues, sending it and our correct address to the office manager, then sit back awaiting the arrival of the goodies and feeling we've done all that is required. When the new member pack is received with the Constitution and By-Laws, most casually glance over them and lay them aside. Some do read them completely, but we would surmise that only a small percentage realize that, along with the responsibilities and limitations of the officers and chairmen that are charged with the operation of NMRA, there is an important part for all 19,000 of us—OUR RESPONSIBILITIES.

Not so, you say. Well let's examine Article 1 Section 1 defining the purposes of the organization, to wit: "The purposes of the NMRA, as set forth in the articles of incorporation are:

A . . .

B . . .

C. To promote the greater fellowship of model railroading among model railroaders.

D. To advance the hobby of model railroading wherever and whenever possible.

Paragraphs C and D do not just apply to the officers, Trustees and staff members, but also apply directly to YOU.

Those words are a great reminder that hold true to this day. In short, you will only get back what you give. That holds true for every volunteer organization on the planet.

1972 March W. Watson "Watty" House (MMR #5) retires as Chairman of the Honors Committee after numerous years.

A PERMANENT HOME FOR NMRA MENTIONED FOR FIRST TIME

March 1972. A Permanent NMRA Home mentioned for 1st time.

Out of the March BOT meeting came some very interesting things, one being that for the first time in the history of anyone, there was unanimous agreement by the Board on a subject called for vote. (Usually the president abstains) Not only did this happen once but three times. Not the greatest news, certainly, but one of those unanimous votes was on the report (May BULLETIN) of the Presidential Study Committee as chaired by Frank Hughes. One of his points was that immediate action be taken toward establishing a permanent home for NMRA. The chair thus did establish such a committee, chaired by Joe Bothman (architect) and filled out by Larry Lauer and Gayle Olson.

Realizing that much work and planning must be undertaken before anything can be placed even before the board for discussion, the committee will, in its initial phase, establish primary needs of the NMRA as realistically as can be forecast for the next 10-20 years. Such assessment will include office space, equipment area, storage, records, place for BOT and/or other meetings, etc. As secondary items will be the possibility of a museum area to accept items donated to NMRA once our eleemosynary status has been assured, perhaps a place for a model railroad, run by a club group possibly, but open for display purposes to show the general public that this is what NMRA is all about. Other items may also come up as the committee goes along.

Once the space requirements have been analyzed, the second step will be to consider such things as whether to try for an old railroad station to be refurbished, a rented or purchased existing building, or one constructed for our own purposes. The latter would have to consider heavy financing and thus the leasing of the remaining portions of the building to pay the major portion of our building and operating expenses. If the plan is to go to a leased building, similar criteria can be established to defray leasing costs, or perhaps we can find a charitable donor among the nation's railroads, or among the NMRA membership. All in all, many things will need careful consideration before

recommendations are made, but before the need becomes urgent, we should be aware of all the possibilities, of the costs involved, and as said before, be ready for a quick decision should a suitable donation appear on the scene. Some preliminary report will be available at Atlanta and the BOT meeting there, but a final report will be a considerable time away.

Funding at this time is minimal, but an account has been opened by the treasurer to be considered as a memorial building fund, to which those who may be interested can allocate funds, both now and in their wills, for operating funds or for defraying building costs if and when that occurs. Sometime in the future, when the final decision is made, active solicitation of the membership will begin. Other organizations have managed a satisfactory building program this way, and we should be no exception to that. You will hear more about this in the president's columns in the future. If there are any good positive thinking, ideas among you, the POM's, write the committee about them, or offer your services, or if the aid be financial, send whatever you wish to the treasurer, and a note telling him where you wish it be placed.

Shortly after you read this, the pin I have so proudly worn these past two years will be displayed on another's lapel, and I will wear, also proudly, the one saying Past President. It has been a busy, exciting and enjoyable period. All the officers have aided me as needed, and many of the lesser known committee members of the organization have been instrumental in easing the load. To each and all who have aided me, I thank you. To those who have written and perhaps have received no answer, nor may have expected one, I thank you for your comments, whether pro or con . . . all were appreciated. With this, I now join the ranks of the POM and back to model railroading.

1972 April

Bob Silveria announced as MMR #39



1972 April Another proposal for operating trains on 24 Volts



Just to prove that British Region members have recovered from the London Convention, Tony Martin, Jason Dickie, Ron Taylor and Keith Capon (left to right) gather at the Ealing, London one day exhibition in October. The pike belongs to the Capital Model Railroaders and the weathered AHM Cab Forward is the work of Bernie Myers, past Editor of the Region's "Roundhouse".

1972 May Gene C. (Pres) and Gene H. (VP) seeking re-election



1972 May

You, Too, Can Be A LIFE MEMBER

IF YOU ARE OVER 60 YEARS OF AGE YOU CAN BE A LIFE MEMBER FOR \$50.00. LUMP SUM PAYMENT ONLY.

If you are under 60 years of age, you can send \$100.00 and be a LIFE member at once, or use the payment plan: Four annual payments of \$25.00 (\$20.00 life and \$5.00 current REGULAR dues, and a fifth and final payment of \$20.00.) No special forms needed. Use regular renewal blank or a letter. (Added payments accepted during any year, and are credited in full, reducing your final payment.)

**SEND TO BOB E. BAST, OFFICE MANAGER
NMRA, INC., P.O. BOX 1328
STA. C, CANTON, OHIO 44708**

1972 June

Graham Harvey



Graham K. Harvey, Jr.
2473 S. Seaman's Neck Rd.
Seaford, L.I., N.Y. 11783

Graham Harvey announced as MMR #40

1972 July

Who runs the NMRA? Mostly guys like YOU!

The NMRA isn't run from Canton, nor is it controlled by a clique. Those who represent you on its Board of Trustees, and the officials, chairmen, and members of its various committees, are all pretty much like you. They're in every branch of the hobby and spread across the map. You elected them and they serve at your bidding because, like you, they're guys who think model railroading is fun!



NATIONAL MODEL RAILROAD ASSOCIATION, INC.

1972 August Column by President Gene Colburn

About the time most of you are reading this, twenty-four members of this organization are preparing to go to work for NMRA, reviewing reports of all the officers and departments, settling problems of NMRA and deciding on the budget for the coming year. What the problems will be are not known at the time of writing or what the budget requirements will be, but one thing is certain, there will be problems, and more money will be asked for than can be supplied resulting in downgrading certain items till the budget more nearly reflects the actual projected income.

These twenty-four people . . . who are they? Our constitution and by-laws calls them the Executive Council and the Board of Trustees. Fair enough, but can we be more explicit? O.K., the Executive Council, hereinafter called the EC, consists of the persons you all just voted for, the President, the Executive Vice-President, the Secretary and the Treasurer. There are also five Area VP's, only one of which you were able to vote for . . . the one that has under their wing your region and two other adjacent regions. This makes nine people, the entire Executive Council.

The EC is charged with the day to day operation of the NMRA, seeing that the various committees work within their budgets at their assigned tasks, see that your Bulletin is prepared and gets to you on time, same going for the Directory, sees that our office is staffed and adequately supported, keeps check on the national convention groups, etc. Liaison between the regions and the national is the job of the Area VP's, most of the working committees are under the control of the President and the Executive VP, the Secretary takes care of the minutes, keeps the staff up to date with the Staff News Letter, and handles the ballot except for mailing. The Treasurer keeps track of expenditures and keeps tabs on the office manager. All the above requires many letters and

phone calls, more than likely the expenditure of more monies than their personal budget, and little time for the hobby of model railroading. Two full days of meetings, one in March, one in August are requirements, plus actually many more hours in unofficial meetings in the same two periods.

The Board of Trustees or BOT, along with the above nine persons, also has the regional Trustee from each region bringing the total membership of the BOT to twenty-four. The main job of the Trustee is of course, to see that his region operates satisfactorily, and to represent that region at the national level. They each report on their activities and regional conditions, may present any problems through motions or resolutions that their regional BOD feels should merit national attention and action. Primarily the BOT sets policy and the EC carries out that policy. All actions of the EC are subject to approval of the BOT including business transacted at the two regular meetings or at other EC meetings during the year. The final adopted budget must have the majority approval of the BOT, though the planning of the expenditures are the responsibility of the EC. Thus there are checks and balances on both sides.

This, then, is the clique that runs NMRA. These are the dedicated people that pay for the privilege of leading NMRA and making it stronger. These are the people who will be working while you enjoy the convention to the fullest, and hope they too can enjoy a portion of it. This is NMRA's governing body . . . a fine group to work with and who hopes you appreciate their efforts. Tell them so. It helps!

1972 August

NMRA LICENSE PLATES

Jerry White, locomotive builder par excellence, advises that several Life NMRA members of the CALIFORNIANS, a 100% NMRA Club, have purchased license plates for their cars which show NMRA followed by their life membership number. California is one of several states which have provision for special license plates, for a fee of course.

We recall several years ago that a couple of our Master Model Railroaders, Don Robinson in Mass., and Bob Jones in Texas had special plates plugging NMRA.

1972 August Huebe Retires as Treasurer after 20 years!



1972 September The NMRA has reached 20,000 Members



1972 September

1972



DAVID E. (Gene) COLBORN, NMRA President, former Executive Vice President, Eastern Vice President, MER President and Vice President, MER "LOCAL" Editor, one of founders of New Jersey Division of MER (its first division) and its first Super.

"Gene" Colborn is a man of varied talents and interests. Besides commencing his second term as NMRA President, he finds time to act as Presiding Officer of the Westhampton Township School Board, produces oil paintings of railroad subjects, plays tennis, rides bicycles, bowls with a neat 175 average producing some twenty trophies, tends his own organic garden, AND cuts his own fireplace wood. He also has several other hobbies such as numismatics, philately (railroad stamps of course), photography (reduces photos of prototype equipment to scale for models), collects railroadiana and passes, AND is a science-fiction fan.

Gene's model railroading interest stems from HIS WIFE'S Lionel train set—and he is presently working on his third HO layout which is modeled after the Indian Creek Valley R.R. in western Pennsylvania. His solid foundation in the hobby stems from his membership in the Metropolitan Society of Model Engineers where he learned well from the old masters. While there, he RE-

TIRED the MSME Cup for Modeling with 3½ wins. His models took First Place in National competition in 1960. While with the MER, Gene rewrote the region constitution. He has written several articles about the railroads of New Jersey and produced a fine Data Sheet on soldering. He is responsible for the plans for several of the Mainline Cars—and has even had a crack at the real thing! He spent some time helping to renovate a Pennsy N6B caboose and even produced hand-made stencils for the job. "IF YOU WANT A JOB WELL DONE, ASK A BUSY MAN...THE OTHER KIND HAVE NO TIME."

Gene's favorite prototype railroads are—in order of preference—N & W, C & O, and B & O. He is reported to have been seen chasing logging trains through the mountains of West Virginia on many a clear day, but his favorite TOURIST railroad is the Cass Scenic.

While on a European fan trip last August, Gene was red-faced to discover that he DID NOT HAVE HIS NMRA CARD! When it came time to prove to the airline that he was a member of the chartering organization he discovered that all of his identification was in his luggage in England. If it were not for Larry Lauer vouching for him, our President might have become another "Charlie" of the MTA fame. The moral of this tale is—CARRY YOUR NMRA CARD... and another good reason we should KNOW OUR OFFICIALS.

September 1972



Charles F. Martin announced as MMR #41. In 1973, Charles would found the “Eternal Order of Empire Builders.” Some time later (1979), that name was changed to the Great Northern Railway Historical Society (GNRHS).

Dr. George Mellinger announced as MMR #42



1972 September. The Seattle convention expanded the convention to five days.

It resulted in the first proposed standards for modules.

1972 October. Dr. (dentist) Robert Chait announced as MMR #43.

1972 October

KNOW YOUR NMRA OFFICERS



GENE HICKEY

NMRA OFFICERS

EUGENE E. (Gene) HICKEY, MMR
NMRA EXECUTIVE VICE PRESIDENT—
Past Pres. Minneapolis Society of Model
Engineers—Past President and Director
Thousand Lakes Region, NMRA-MMR
#24

Gene has spent all of his 54 years in the shadow of railroading, coming from a family of employees of the Northern Pacific. He has, himself, worked on the section and in the roundhouse—and has been modeling since 1936. He has built three layouts, one 00 scale and two HO scale. His present Idaho Midland unquestionably proves his right to MMR #24.

He has participated actively in the TLR since 1949 and has held out-of-region memberships in the PCR, MWR and MCo.R. and served as National Chairman for the 1969 Convention and Assistant National Convention Chair-

man, NMRA, for post 315 which he vacated to run for National Executive Vice President.

Besides his active modeling and service to the hobby, Gene speaks often in the Minneapolis Public Schools on Railroading and the Early Days of the Westward Movement, maintains a REAL railroad pass collection handed down to him from his Grandfather, practices his profession of Architect in eight North Central States, enjoys golf and skiing—and used to be a football player and girl-chaser which time, marriage and one grown son plus two daughters have eliminated. Gene's wife is reported to be "very generous with the coffee".

Gene feels that our hobby could well teach many other organizations striving for social changes by its example—that NMRA officials should always act for the best interest of all and not from a personal viewpoint—and that some of the finest people on earth are listed in the NMRA Directory.

1972 November

JACK WEIR

ANSTESS (Jack) H. WEIR, NMRA Secretary, former NCR President—Publisher of NCR "Hot Box"

"Jack" Weir, like many model railroaders grew up with a strong liking for trains that advanced through the toy train stage, finally emerging as a model railroader after getting his own home and having space available. He was introduced to scale HO in 1950. By 1953 he had become exposed to other hobbyists through attendance of his first Regional Convention where the bug for rebuilding of his original 8' x 12' pike was born. Since then, there have been several pikes of various sizes including one with some 450' of trackage—but at the same time he entered the volunteer and service program of the hobby. As is the case with all good volunteers, Jack takes his service seriously and believes he should **SERVE** to the best of his ability. It is evident to all who know him that he does just this in any office he holds.

Jack joined the NMRA in 1955 and shortly thereafter, the NCR—after having been a charter member of the Oakland Model R.R. Club in 1954 where he served as a volunteer in many capacities. Due to personal reasons, he found it necessary to drop out of the hobby in 1960. Upon his return in 1962, he was immediately elected President of NCR and held this office for three years.

He was then offered posts in the national level which he declined, feeling that his inexperience would not allow him to serve as he should. During this time he served as a member of the Nominating Committee for two years—one as Chairman—and two years as Vice Chairman of the Achievement Program, which he vacated to assist Charlie Kent who was then NMRA Secretary. When Charlie retired, Jack was appointed Secretary and has been elected ever since.



Jack has been editor, and still is connected to some extent with the NCR HOT BOX and has found time to serve the region in some capacity along with his duties as national secretary. He is also very active and interested in photography. His interests within the hobby run the gamut. He enjoys visiting layouts and learns much from each one. He feels there is room for all interests within the hobby and frowns on those who would downgrade any of them. His bag is **SERVICE** to the hobby—a job

that he does exceedingly well while wishing he had the time to incorporate all the fine things he has seen on the pikes of others. Unfortunately for Jack—and very fortunate for the NMRA, his service will take preference over his personal model railroading.

1972 December

Know Your NMRA Officers



HAROLD CONNER, MMR

HAROLD D. CONNER, MMR, Southern Vice President; former Division Supt., Cowcatcher Division; former Vice Pres., LSR; former President, LSR; former Board Advisor, LSR; former chairman member Aid Committee of LSR; Chairman of the Member Aid Committee—Southern Area (SSR*-SER-LSR), former member of NMRA Special Study Committee 1967-68.

Harold Conner, like many of our top-flight modelers and officials, was born with a liking for trains through direct association. His father retired from the Missouri Pacific at the ripe old age of 72. He has also worked in the loco shops of the Wabash in his earlier years, but unlike "Dad", has since served 43 years and retired from the Southwestern Bell Telephone Co.

Another similarity pops up in his introduction to model railroading. Harold, like many others, was introduced to model railroading while using their children as an excuse, and he started with Lionel "O" gauge in the '40s. By the

early '50s, more room was needed and like many others he drifted to HO gauge.

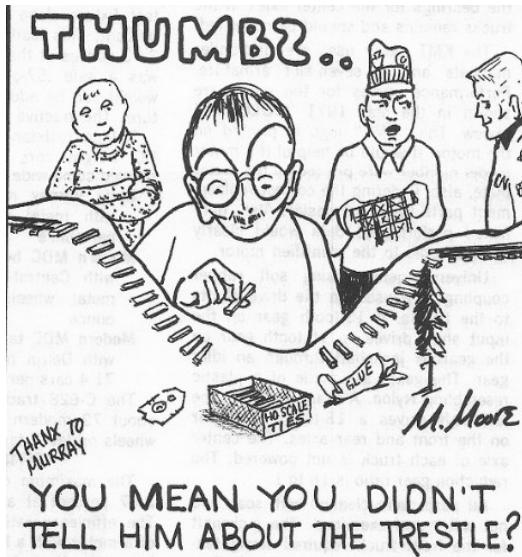
Modeling and residing in the Texas locale, where the absence of basements makes garage use most frequent, he recalls being driven into a specially constructed railroad building from the portion of garage he was using by a MUD-DOBBER (wasp that builds nest of mud) building a nest on the smoke box and pilot of his favorite loco.

His introduction to NMRA and LSR came in 1954 and he joined both in 1955 and is NMRA Life Member #65. He is married to Mable Louise Conner (also a member of both NMRA and LSR) and has two grown, married daughters. Harold also holds memberships in the Telephone Pioneers, American Vectorist Association, Token and Medal Society, and the National Association of Watch and Clock Collectors—besides having reached the 64 year mark, which is quite an accomplishment.

He also collects decks of Railroad playing cards, switch locks, and old tall globe Railroad lanterns.

As an interesting conclusion, Harold relates having become MMR #17 in SELF-DEFENSE after a friend kept telling others that he was working on the Achievement Program.

1973 Thumbz was a comic carried for many years...



1973 January

Know Your NMRA Officers

CRAIG BROWN—NMRA TREASURER
served as Secretary/Treasurer MCoR
1968-69, Vice Pres. MCoR 1969-70,
Pres. MCoR 1970-71



CRAIG BROWN

Craig Brown was born and raised in Philadelphia, Pa.—one might say "on the railroad" since both his mother and father worked for the Pennsylvania Railroad. Craig, like many from this locale, also started his fascination for trains with the "Christmas Garden" and the wind-up variety. It is reported that since the wind-up train usually stopped behind the tree and brought forth a howl from Craig, his second Christmas sported an electric train. By the time Craig reached 10 years of age, the annual Christmas Garden "stayed up for good".

At the ripe old age of 12 years Craig discovered HO—remembering well the purchase of his first kit on his twelfth birthday. This kit led to others, and then

to his first layout—and he remembers well his frustration in laying Midlin track. He attributes his growth in the hobby to the various publications and the many fine articles by Frank Ellison.

Craig spent seven and one-half years in the Air Force where he produced several portable layouts which "suffered from the lack of space". Since leaving the Air Force he has started and scrapped several layouts because of dissatisfaction, but is presently planning an HO₃ layout of about 100 sq. ft., with plans for future expansion. Craig also models in O gauge with the Big Bend Railroad Club—and in Sn₃, On₃ and HO with the Friday Boomers. One thing that can be said for Craig is that he certainly is not partial to any one gauge.

Is your Limited limited?
The NMRA will help you
make it a Special!



National Model Railroad Association, Inc.
Box 1328, Sta. 'C', Canton, Ohio 44708

1973 January MMR #44



GEORGE KONRAD

MMR #45



WILLIAM G. LORENCE

George Konrad and William Lowrence announced as Master Model Railroaders #44 and #45!

1973 February Sad Announcement

Pioneer and Legendary Model Railroader John Allen died of a heart attack on January 6, 1973.

1973 February KNOW YOUR OFFICERS



DAVE RENARD, MMR

DAVID E. RENARD, MMR—NMRA Eastern Vice President—served as Secretary MER 1968—MER "Local" Editor 1967-69—Vice President MER 1970—President MER 1971—National Contest Rules Committee 1969.

Newly elected as NMRA Eastern Vice President, Dave is one of our youngest executives at the ripe old age of 36—having already become MMR #35 and showing great promise for future service to the hobby. He was introduced to the hobby at a very early age by association with his family doctor who was an enthusiast. His interest and accomplishments grew as he joined the Greater Abington Township Society of Model Engineers (GATSME) in 1956, serving as their Vice President in 1960.

Dave entered the Army in 1961 and promptly became associated with the Edgewood Arsenal Model Railroad Club, remaining active in both clubs and managing to serve on the host committee of the 1964 Liberty Bell Convention.

Following this, he became a civilian employee at Edgewood Arsenal, dropping out of GATSME and becoming increasingly involved in MER while still remaining active in the Edgewood Arsenal Club.

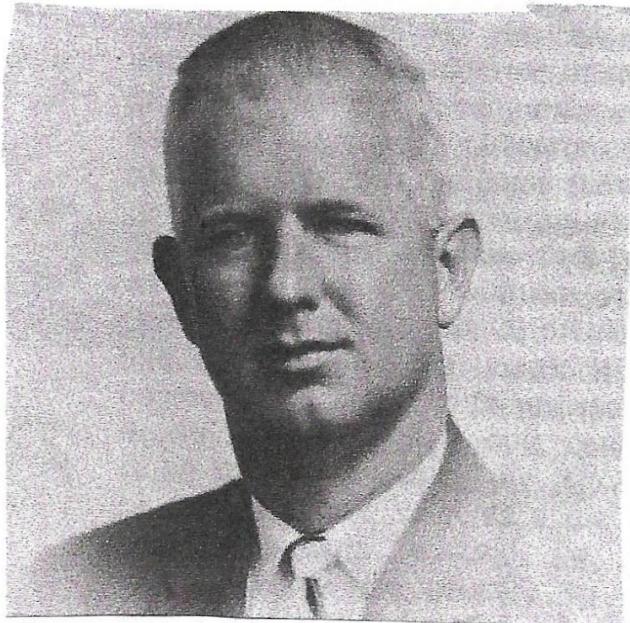
Above all else, Dave feels that model railroading should be FUN—his only restriction being that an individual's brand of fun should add to the enjoyment of others within the hobby. The friendly home atmosphere of Dave, his wife, Annette and two small children includes a beautifully operating pike in the basement—still under construction—displaying his liking for growlers, long trains and undisputed right to MMR.

His personal views on the hobby are refreshing wherein he continues to serve his club and region while being in the position to retrench to his own pike and interests. He feels that the club has been the basis for his progress, providing him with operation when his home pike was not possible as well as instruction and encouragement . . . and that his services should in turn be available to assist others.

Dave also feels that the NMRA is not quite providing the service to members that it could and should in many areas—due mainly to red-tape in availability and a general lack of knowledge of the rank and file concerning those services offered. The one area in which Dave feels the NMRA excels in service to members is the **BULLETIN**—"the best all around hobby publication"—and that without the growing and serving **BULLETIN**, NMRA membership would suffer.

1973 March

Know Your NMRA Officers



FRANK HUGHES, MMR

Frank Hughes, MMR, is serving second term as Central V.P. Served as Asst. Superintendent Central Indiana Division 1964-66, Superintendent CID 1966, Division Representative Exec. Council MWR 1966-68, Spring Convention Chairman MWR 1966, Director, Vice President and President MWR 1969-70, CID "Rusty Spike" Editor 1967-71.

Frank Hughes should be well known in the hobby for his many accomplishments, "Best of Show" Awards, years of service and driving force behind NMRA's much needed re-organization for which he serves as Chairman of the

special advisory committee to our President.

The interesting part of the story of Frank Hughes lies beneath all of his accomplishments wherein he comes through loud and clear as a man dedicated to the service of his fellow man within the hobby. His only desire for personal gain seems to be in friendships and enjoyment of the hobby. His boyhood ambition, like that of many of us, was to be a railroad engineer and like many of his era—became proficient in the art of "liberating" coal from passing trains to help keep the home fires burning. His modeling interests passed through a period of model airplanes and into a humble beginning in model railroading—one car kit and section of rail at a time, using the "Armstrong" system of motive power. He remembers well his first model—a paper-sided Megow gondola—and his mother's help in saving coffee grounds to be dyed and used for ballast. From this, Frank is now settled in his new home with "self designed" basement which houses a 9'x19' pike sporting 150' of hand-lain rail and hand-made turnouts. Reports have it that the scenery is about 1/3 completed. Meanwhile, Frank modestly refers to his "small pike" and gives his all for the betterment of the hobby.

Through his efforts, NMRA should fare well in the better organization department since Frank is more interested in the "game" than the "name" of his position.

1973 March

BULLETIN BANNED IN EAST GERMANY

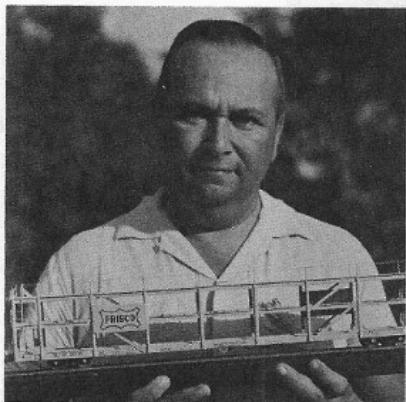
Two of our members have sent gift memberships to model rails in the **East German Republic** and both have, in the past several days, requested that the membership be cancelled. The **East German** authorities, whether postal, customs, or secret police is not clear, confiscate the **BULLETIN** and advise the member of the fact by letter.

Interestingly enough, **YUGOSLAVIAN** and **RUSSIAN** destined **BULLETINS** are being delivered to our members in those countries. Mail to our few members in Eastern Europe is being delivered with a minimum of hassle, but not in **East Germany**.

This is the first instance of a member not getting his NMRA mail since Shanghai was liberated by the Chinese after World War II, when mail for our members there was returned marked: UNAUTHORIZED MATERIAL.

1973 April

Know Your NMRA Officers



JOE BOTHMAN

JOSEPH J. (Joe) BOTHMAN

NMRA PLAINS VICE PRESIDENT

Serving third term as Plains V.P., served as Region Director, Region Vice President 1966, Region President 1967-68, National Convention Chairman 1970.

Joe Bothman is well known throughout the hobby for his many photos published in our national publications as well as his prowess as a scratch-builder. In fact, he may be the ONLY hobbyist to have received an Achievement Certificate as Model Railroad Author for his **photographs alone**—and THAT is a pile of photographs! His literary achievements do not rest there—he is the author, photographer, publisher, printer AND distributor of a book on Southern Pacific Cab-forward #4294, the last of the Cab-forwards. Joe still has a few copies available if you're interested.

His primary introduction to model railroading came from a chance to visit the 5th Avenue, New York, where he was stopped short by the realistic appearance of models in Polk's window. The window also displayed a poster for an Open House at the Westchester Club which he promptly visited. The fire was lit, and upon returning home to St. Louis he promptly joined the Big Bend Railroad Club, Webster Grove, Missouri. Reports are that he has missed very few Tuesday nights since.

Joe's primary interest in the hobby is scratch-building which he does at home with the help of a pretty complete set of machinist's tools. His models have won many prizes in Region Contests and an Honorable Mention at the recent Miami Convention.

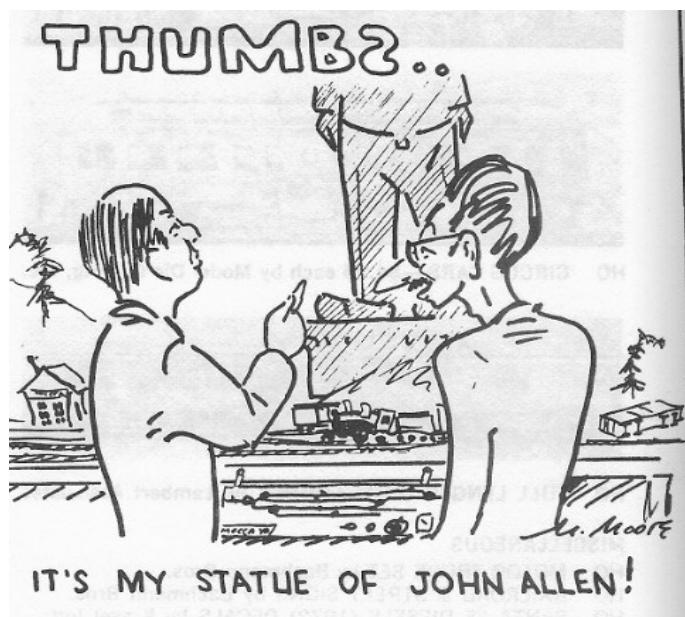
The club is Joe's operational habitat as is the case of necessity of many who scratch build on such a plane. His home space, time and interest are devoted to that end. Fortunately for our hobby, Joe still finds time to serve as an official—and considering his re-election record, serves very well.

1973 April

LET'S HELP THE FRANKLIN MINT—MEDALS FOR PRESIDENTS



1973 June Cartoon Tribute to the late John Allen



MODEL RAILROADS and INSURANCE

by Gayle M. Olson

Frequently when model railroaders gather together the subject of insurance arises. After everybody has expressed their views, they leave each other more confused than ever. With large collections becoming more common, I have done some research on the subject of insuring model railroad equipment.

In most cases you would have limited coverage under the standard homeowners policy. By limited I mean that in the event of a loss the insurance company would only pay the original cost of the item involved. In some cases they may even take depreciation based on age. There is no provision for coverage for breakage under the basic homeowners policy and the policy may or may not be subject to a deductible.

For the average person with a small amount of equipment the basic homeowners coverage is usually adequate.

On the other hand, the collector who has accumulated substantial values should consider a miscellaneous articles floater form. This type of policy requires that each item be identified in the schedule and insured for the value the owner places upon it. The advantages of this form are that in the event of a loss you would be compensated in full for the evaluation you had insured for, depreciation is not involved, the individual determines the amount of coverage he wants to carry and breakage is usually covered.

There will usually be a deductible provision incorporated in the policy, \$25.00 deductible is the most common.

There has been very little experience with the issuance of this type of policy with regard to model railroad equipment. The rate that I am familiar with is \$1.00 per hundred, but this may vary from state to state and from company to company.

1973 July The World Had Changed from the 1930s to 1970s
There is an article entitled: "Let's Put the Model Back Into Model Railroading". By this point, early 1970s, the hobby had evolved from the 1930s where the majority of modelers were manufacturing their own stuff to pre-made, pull it out of the box ready to go!

1930S

1970s



1973 August A PERMANENT HOME FOR THE NMRA

Out of the March BOT meeting came some very interesting things, one being that for the first time in the history of anyone, there was unanimous agreement by the Board on a subject called for vote. (Usually the president abstains) Not only did this happen once but three times. Not the greatest news, certainly, but one of those unanimous votes was on the report (May BULLETIN) of the Presidential Study Committee as chaired by Frank Hughes. One of his points was that immediate action be taken toward establishing a permanent home for NMRA. The chair thus did establish such a committee, chaired by Joe Bothman (architect) and filled out by Larry Lauer and Gayle Olson.

Realizing that much work and planning must be undertaken before anything can be placed even before the board for discussion, the committee will, in its initial phase, establish primary needs of the NMRA as realistically as can be forecast for the next 10-20 years. Such assessment will include office space, equipment area, storage, records, place for BOT and/or other meetings, etc. As secondary items will be the possibility of a museum area to accept items donated to NMRA once our eleemosynary status has been assured, perhaps a place for a model railroad, run by a club group possibly, but open for display purposes to show the general public that this is what NMRA is all about. Other items may also come up as the committee goes along.

1973 October

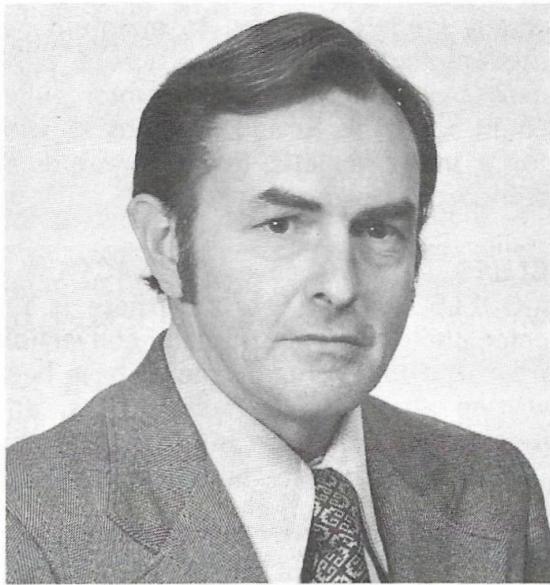
HEADQUARTERS BUILDING COMMITTEE

The Presidential committee appointed to investigate a permanent headquarters building and location reported in Atlanta that investigation indicates that the purchase of an existing small office building would probably be the most practical route to pursue. New construction, rent-free space, and leasing of space were also considered. The committee determined that approximately 4000 square feet would be a minimum requirement at the outset with the opportunity to expand as the need arises. The alternatives considered have not been ruled out but so far have considerably fewer of the advantages of an outright purchase. It was further determined that the location should probably be in the central United States in a moderate-size metropolitan area. It is to be noted that no dues money will be used in the acquisition of any properties. The BOT encouraged the committee to continue its investigative work and to report back at the mid-year meeting with more definite information and probable costs that might be involved.

... Gene Hickey

1973 November

KNOW YOUR NMRA OFFICERS



GAYLE M. OLSON

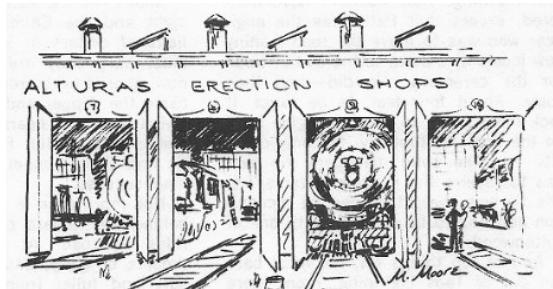
GAYLE M. OLSON, PLAINS VP. Former Thousand Lakes Region Director, 1966-67; Vice President 1969-70; President 1971-73; Vice-Chairman 1969 National Convention. Presently also serving as Pass Contest Chairman, Convention Department.

Gayle's original interest in model railroading began at the age of 9—on a ping-pong table and utilizing 027 equipment . . . complete with a "cardboard box" mountain, painted river and a shoe box model of Frank Ellison's "Carter's Little River Mill". Although his "growing up" included the usual loss of model railroad activity through his teens, he returned to the hobby after serving in the Army through interest in local steam fan trips and his association with local modelers.

Gayle is presently busy building his second layout sporting all hand-laid track. He is kept busy "writing letters and driving spikes" but relaxes from this grind by "Charging around on his motorcycle"—including the use of same to check out the abandoned right-of-way of the Crouch Line near Mystic, S.D. His railroad is named for his wife and dog (in that order) and Gayle reports that the Deesville & Heatherton has further expanded to include Deborah Junction. Daughter Deborah is reported to hold a very important position in the D&H empire: being in charge of seeing that Gayle does not spend too much time driving spikes.

1973 November

Better Planning Required above



WELL, M'BOY, YOU'VE DONE IT! THE WORLDS
LARGEST, MOST POWERFUL LOCOMOTIVE!
HOWEVER, ONE QUESTION ARISES

1973 December A Sad Note **FRAN BROWN PASSES AWAY**

LAST RUN—FRAN BROWN

Fran (Francis S.) Brown passed on September 6, 1973. Fran, as he was known to his legion of friends was a habitual attendee at NMRA Conventions and BOT meetings where his sage advice was sought. He served his Region, NER, as well as the national in a multitude of positions, elective and appointive. To old timers he is remembered as NMRA Secretary from 1952 through 1956. He served as Convention Asst. Chairman and Chairman for years, resigning this past March and was honored by the BOT with a Distinguished Service Award in 1968.



FRANCIS S. BROWN
Secretary of NMRA

1973 December

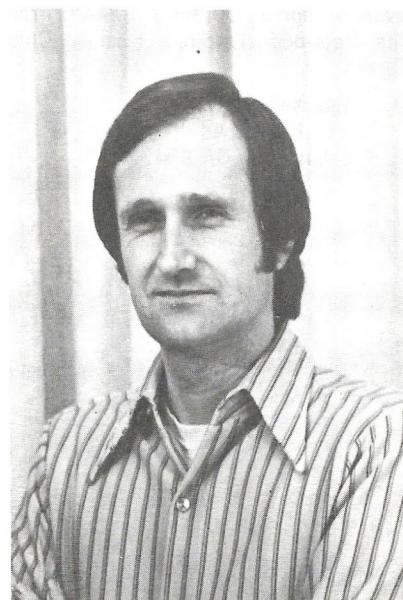
Know Your NMRA Officers

ERIC A. BRACHER, MMR #23, Western Vice President
PCR Region Director 1968, Vice Pres. 1969-71
President 1971-73
Natl. Conformance-Inspection Chairman 1964-71
President's Award, 1971

Eric's initiation to model railroading began in 1947 with a Varney kit after graduating from building model airplanes. This in turn gave way to an interest in girls, custom and "hot rod" cars—and just plain having fun... while racking up some 23 trophies for his automobiles. He also was interested in go-carts but "falling off the wagon"—PARDON, "cart" brought that to a halt. He still hangs onto both his go-cart and his interest in same, hoping to pass both on to his son.

His interest in model railroading was rekindled through a chance meeting with an old MR friend in 1960—and Eric proceeded as usual "doing it up right". He helped set up the California Central Model Railroad Club, Inc. and is one of the very few remaining charter members. His interest has turned to narrow gauge and the DRGW wherein he is presently building work cars "OA to OZ". He has won several awards with his models and has remained active in the achievement program since 1968—is presently PCR's Regional A/P Chairman.

Eric should prove very beneficial to the NMRA as he has continually exhibited the drive and knowledge necessary to complete an undertaking to the best of his ability... and in him, ability seems to be endless.



ERIC BRACHER, MMR

1973 December

Model Railroading An Educational Tool

The Model Railroad Division of the Hobby Industry Association of America will grant University Fellowships this fall for the study of electric model railroading in classroom instruction.

"Three Fellowships of \$500 each plus expenses and the necessary railroad equipment for the study," said Bruce Walthers, Chairman of the Division, "will be granted to holders of Masters Degrees aspiring to be Doctors of Education, who will include the testing and analysis of scale model railroading as relevant learning tools in their Doctorial theses.

"The booming sales and increasing consumer interest in model railroading at every age level has resulted in the formation of student railroad clubs at more and more schools," said Walthers. "But it is the purpose of the experimental study to have model railroading approved, just as textbooks are, to be incorporated into standard curriculum

rather than only as an after school hobby activity."

Three specific categories in education have been selected for the inauguration of this step in H.I.A.A.'s model learning educational program; Curriculum and Instruction, including Career Education; Educational Psychology; and Remedial Education; each to cover the use of railroad equipment in various subjects, grade levels four through twelve.

The decision to grant these Fellowships was based on the success of the 1,000 classroom Delta Dart Study Program initiated by the Model Aeronautics Division of the H.I.A.A., which resulted in the acceptance of airplane model kits as model learning tools by all levels of school administrators and teachers. An even more cogent reason was the successful pilot testing of model railroading for classroom instruction in mathematics, physics, industrial arts, and sciences.

The next phase of the railroad educational project will be to publish grade level Teachers Guides in specific subjects on the findings of the three Doctorate aspirants. These Teachers Guides will then be made available to state, county, and city Boards of Instruction and Education throughout the country.

"The Fellowship Program, requesting applicants, by being announced at the Education Department of every major university and teacher's college and publicized in the educational press," said Walthers, "will in itself bring model railroading to the attention of many thousands of educators, an important segment of the nation's opinion makers."

Applicants, for the final selection, will be screened by a committee of educators chaired by Dr. Marian Wagstaff, Chairperson, Secondary Education, School of Education, California State University at Los Angeles.

1974 January

Each year the B.O.T. and Executive Council have to wrestle with budgetary problems covering all items for the upcoming year. Past experience is drawn upon as a guide line to help establish what seem to be realistic projections for all operating and departmental expenditures. One of these is the #400 department or better known as the Promotion and Public Relations. Each year this item proves to be a tough judgment to make. The last few years have allowed a more liberal budget to explore all possibilities in this area. Some of the choices of emphasis were poor, and others extremely good. Part of the problem in this area is the unknown factor of how do you measure the effectiveness of your efforts in attracting new members. Gene Colborn with his crew hit a good one on a pull-out application in the trade press. It generated 1800 plus members, and could be evaluated.

With this year's budget crunch we elected to substantially reduce the 400 Department allowance to \$2,000.00. This will give us a chance to take a good look at the assorted promotion offerings of the recent past and to thereby narrow down our efforts to the few areas we feel will be of most value to the N.M.R.A. The recent promotion department members surely put forth a yeomen's job in terms of effort and time. There is always mixed feelings on promotional efforts and my own feeling centers on the continuation of a first-class BULLETIN, and good member services with the thought that our own membership will in turn each become a salesman. Extra copies of the BULLETIN properly and

judiciously distributed throughout the hobby industry has been suggested, and merits serious favorable consideration. Special activities of Model R. R. Month can be a fine way to carry the message of the N.M.R.A.; that model railroading is fun, and even therapeutic. Club openhouses could draw on our own prepared "Month" material and supplement it with BULLETINS whose content includes a membership pullout blank. Direct-paid advertising other than the trade press, seems to me very marginal for the results obtainable. I am no expert in Promotion and Public Relations, but try to evaluate it in terms of a hobby for fun, and the mutually satisfying association of people with a common interest. We do not have a product to sell. We do have a great collection or library of fundamentally useful information that can be available to prospective members in their pursuit of the hobby. Industry and the trade press through the years have recognized this and helped us down the road in their own generous ways.

Within a year or so we hope to draw on talent to pursue a meaningful, well-directed, and realistically budgeted program that truly represents what the NMRA is all about. Somewhere between our present minimal budget, and the high budget of a few years back will be a good commonground to expend our efforts and talent to keep a continuing sensible program of Promotion and Public Relations. Lastly, you and I as members can be the best public relations committee we have.

1974 February

Membership has reached 25,000. More budgeting and part-time help discussion article by NMRA President Gene Hickey

MEMBER #25,000

ART DAVIES

The October mail that was opened at the home office in Canton produced our 25,000th member. This is indeed a milestone for the NMRA and the culmination of an extensive drive by our president Gene Colborn and his promotion department. The individual who will be honored with some special items is Mr. Arthur B. Davies, 269 Seventh Avenue, Lively, Ontario, Canada P0M 2E0. This unusual honor is the result of the Niagara Frontier Region's efforts in obtaining new members and it is a real pleasure to welcome Mr. Davies to the NMRA family.

1974 February



FRANK L. MCKENNA

Announced as MMR #46 is Frank McKenna

1974 March

OLSON APPOINTED AS NEW HEADQUARTERS CHAIRMAN

President Gene Hickey announces the resignation of Joe Bothman as Chairman of #130, Headquarters Building Study Committee and the appointment of committee member Gayle L. Olson as the new chairman. To maintain the three-man committee, Gene has appointed James Milroy, Des Moines, Iowa—Mid-Continent Region—to fill the vacancy created by Joe's resignation.

1974 March

Dead, but NOT Dead...

UNCLE ERIC IS WITH US...

(Eric La Nal) Allan Rice is back in the fold. Old goat-types recall that back in 1962 "Uncle Eric" was awarded a Distinguished Service Award by the BOT. When 1972 rolled around and the "Directory" was published some one had added (d) behind his name. This brought a flurry of action, when it was pointed out to Allan Rice and he wrote a letter to Ye Ed pointing out that he was still very much alive. Subsequently, this information appeared in the **BULLETIN**, to the amusement of many.

The scene shifts to the present and my pal George Hook of Central Valley, himself a DSA (1968) phones to complain that he couldn't locate "Uncle Eric's" address in the 1972 Directory, besides which, when he found Eric's name, he noted that little "d," denoting

deceased. While pointing out to George that he'd obviously missed the correction, it might be simpler for all of Allan Rice's legion of friends in the hobby, if he'd just rejoin NMRA again we might be able to eradicate that little "d."

Today's mail brought an application blank (and check to NMRA for dues) indicating that "Uncle Eric" was 120 years old, had been in hobby 90 years, was interested in traction (Hedene, take note) and was still very much alive. Since he won't be listed in the next Directory (now being printed) it seemed like a reasonable idea to provide his current address for his old friends:

Allan Lake Rice (Eric La Nal)
Box 492
Kimberton, PA 19442

—Whit

1974 March

KNOW YOUR NMRA OFFICERS

DEAN A. FREYTAG—

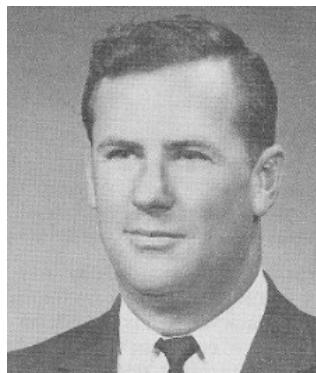
Central Vice President, NMRA
MCR Vice President, 1956-1967
MCR President, 1967-1969
NMRA Nominating Committee, 1969-72
National Contest Committee Chairman,
1969-()

Well-known in the hobby for his excellent models as well as his efforts and service to the contest committee, Dean also displays a better-than-average sense of humor—a real necessity to the enjoyment of model railroading.

As is the case with most interesting people, his interests are many—including early Americana, the Civil War, Traveling Trainmen of North Central Ohio and his own South Ridge Line. Dean's pike is a respectable 13'x30'—HO gauge—which displays his interest in the era encompassing the last days of steam and the beginning of diesel and depicting "heavy industry" railroading.

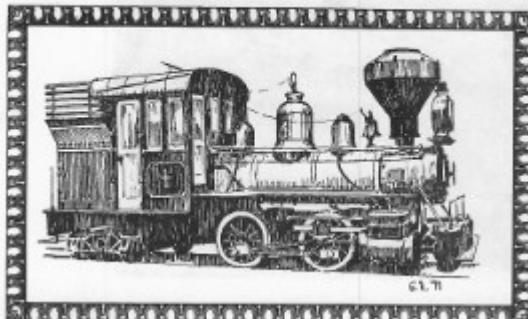
Dean is also known as "the inveterate kit-basher" of the MCR—as well as for purchasing more ROCKET than MR kits. Could be that he has discovered an even better system of control than 24 volts?

As Central Vice President, Dean is carrying forward the good work of his predecessors as well as advancing some new ideas of his own. Among these are plans to run a survey in the MWR, NER and MER similar to the Hughes survey, but this one will be aimed at finding ways to increase contest participation! Plus, on the national level, from the 321 slot, plans to up-date forms and a suggested "Judge's Guide."



1974 March published

GREG ROSE DREW THIS LOCO FOR
P.N.R.'S 25th ANNIVERSARY PROGRAM



1974 May

By NMRA President Gene Hickey & AP update

CHANGING TIMES

With the mid-year meeting over, there is now plenty to write about. The business part of the meeting is reported in the **BULLETIN** elsewhere, but the exciting parts were made up of the unofficial action. Your Exec. Council, in an open meeting with other attendees, did themselves a great job in moving us down the road to some sensible, hard-headed, and realistic planning. The committee reports started the ball rolling as follows:

1. Legal Consul, Earl Talbot, reported progress made on the eleemosynary project, and that favorable report was a real treat with his observations on the NMRA becoming such an organization. It requires a ruling by the Internal Revenue Service. The input of all attendees proved to be a big assist to him. Talbot's presentation was a fine job, and stirred everyone to maximum effort on the things following.
2. P.V.P. Olson's report on the possible location for a permanent headquarters whose boundaries would be Milwaukee and Detroit on the north, Cincinnati on the east, Kansas City to the west, St. Louis on the south and all places within that area and,
3. W.V.P. Bracher's study committee on reorganization.

The Item 3 preceding stirred a lot of enthusiastic comment and questions, and yours truly has a few himself; namely, that the constitution should have the members' rights and privileges spelled out as well as the purpose of the organization. Everything else should be in the by-laws. How do you explain to a new member joining in March that he will become officially a member in May. This is goofy in 1974. It may have been fine in 1940 or 1960, but it's a real millstone today. Any other organization you join accepts you the same month as your application—Why don't we? Because your constitution says so and we can't work against it or with it. Read Article II, Section 3 in your new Directory. This belongs in the by-laws or policies section of the operation. This is only one of a number of things you have to change so we can get this outfit organized. You'll read and hear more from me on other items like it next month. Your area Vice President, Officers, and the others really did get things going.

If all of you will insist on having your elected representative talk to you at your region meets, we just might yet get the job done. Everyone of them is enthused. Why can't you be?

The Executive Council approved changes in the Achievement Program as proffered by PCR Trustee Eric Bracher:
Master Builder Cars—one of which must be a passenger car.
Master Builder Structures—all models winning in either National or Regional Contests must be capable of earning a merit award.
M.R. Engineer, Electrical—all reference to club has been removed.

1974 May

**ANOTHER "FIRST" 3 New MMRs one photo! And a total of
SIX (6) MMRs announced in one Bulletin!**

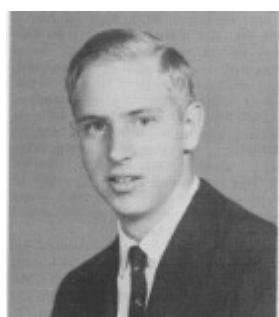


Three pals who all became Master Model Railroaders at the same sitting, thus they are pictured together. Left to right: MMR No. 47, Charles Eckstein; MMR No. 50, Bill Hammer; and MMR No. 49, George Johnson.

And, MMRs numbers 51, 52 and 53 announced:



Norm Blackwood at the controls of his "MASON DIXON" as snapped by "MR" Editor Linn Westcott.



ROBERT VAN CLEEF, MMR NO. 52



IRA D. ROTHBERG, MMR NO. 53

A RECORD NUMBER, so far, of 6 MMRs in one Bulletin! Quite a Month!

1974 JUNE Interesting... ?

THE FIRST MODEL RAILROAD?

From "The Railroad Gazette," March 18, 1881, through courtesy of observer Allen H. Curtis of Nashville, TN.

A Model Railroad

A letter from Lebanon, Pa., says: "Few of the visitors to the great Cornwall iron estate, in this county, receive invitations to inspect the work-room of the young millionaire, Robert Coleman. Mr. Coleman destroyed a palace half built when his young bride died a year ago, and her embalmed body was brought from Paris to be entombed in a mausoleum here, in the shape of an Episcopal cathedral that cost \$250,000. Since the death of the young bride the grief-stricken widower has paid much attention to machinery and engineering. He had a building

erected containing a single large room, with high ceiling and frescoed walls. A circular roadway, with a double line of steel tracks, extends around the room. Patent safety-switches, electric crossing signals, safety-frogs, and the latest methods of fastening rails are in use on this play-house railway. The total length of the track is about 150 feet, double track, and two sidings. At one end is a roundhouse, with turn-tables that operate automatically. Three miniature locomotives are employed. Every piece of mechanism, every rod, bolt, screw, lever, spring, tire, cock, pipe, and pump is on these locomotives. The boiler-jackets, rods, and drivers are nickel-plated, and some of the bright work is silver-plated. The cabs are of solid walnut, and the boilers proper and

the fire-boxes are of wrought steel. The tenders are of copper, and their water supply is taken by scoops from vats on the roadway while the locomotives are in motion. The locomotives are about four feet in length, including the tender, and are models of beauty. They are of English design, so far as high driving-wheels are concerned; otherwise, they are advanced American mechanical ideas and have many original appliances of Mr. Coleman's invention. The locomotives are fired up and set in motion. Around the tracks they go, while the millionaire owner watches the movement of the miniature machinery. Hours are thus passed; all sorts of experiments are tried; high speed and low speed are compared to determine the comparative effect of friction. To develop his railway ideas, Mr. Coleman has determined to build and equip a road extending from the Cornwall estate to the Pennsylvania Railroad, a distance of about twenty miles. In all probability this road for its size, will be one of the best equipped in the country.

1974 June

Joe Slanser 54 & Ron Tarjany 55 announced as MMRs



JOE SLANSER—MMR NO. 54



RONALD D. TARJANY—MMR NO. 55



1974 June NMRA changing to tax exempt / charitable corp.

Column Below written by Gene Hickey: "CHARTER CHANGE"

Through the years, your efforts and those preceding you have broadened the scope of the NMRA so that it is, in fact, an educational, scientific, and charitable organization. This then leads us to a redefinition of our charter with no deletions of the original aims but to include the expanded ideals and services of the NMRA. If you consider all the areas outside of your personal enjoyment of the hobby within the NMRA, we would see things such as:

A. Members and outsiders improving our skills and teaching of ways and methods to produce more enjoyment or education for many hobbyists through our clinic programs by region and open houses for public.

B. Donating of time and effort to assist school boards to bring the heritage of railroading to younger people via the model railroading aspect to show historically how it was.

C. Maintaining a library of information available to many for research or historical reasons. The membership on many occasions has been requested singly or collectively to aid the Library of Congress, other libraries and institutions where the need has arisen.

D. Development of engineering standards and practices that affected an entire industry much the same as the Bureau of Standards.

E. Charitable donation of time, effort, and physical equipment by you, the member, in your contacts and involvement with the Boy Scouts, church groups, Volunteers of America, and many others.

All of the above is far more wide-spread than many of us realize, and in addition to needing our charter changed also points up the need for a headquarters building. The legal representatives of the NMRA are currently preparing

an application to submit to the Internal Revenue Service to establish the NMRA as a tax exempt/charitable corporation. This would permit people who give special items or other gifts to our organization for the furtherance of its aims as defined in our new charter revisions, to claim a tax deduction. This charter change will be showing up as an item for a membership vote very shortly and needs your complete support. It should be obvious to every reader that this charter change would be invaluable in the continuation of the growth of the NMRA, library of information, and engineering developments that the hobby must sustain.

The headquarters building is fast beginning to take shape where some consideration by your officers will be required. We are studying a number of possibilities, namely: Leasing space in a small office building; Building our own single purpose building; Building a larger unit and leasing out part of it; or buying an existing structure to do any of the above options.

Space would include a lobby, museum, office space, directors office, library, lounge, file and machine space, and meeting room for administrative meetings. Our charter change and hopefully our eleemosynary status could be a big boost toward achieving all of the above.

Three cities have evidenced a serious interest in our organization to date. All of them are basically midwest and located in Wisconsin, Iowa, and Indiana. All are on east-west freeways as well as north-south. Each city would be a good location for a home. There will be more information available as the committee delves into the detail work.

Monies for this project will hopefully come from you, the member, through a subscription drive.

1974 June Announced as MMR 56 is Don Manlick



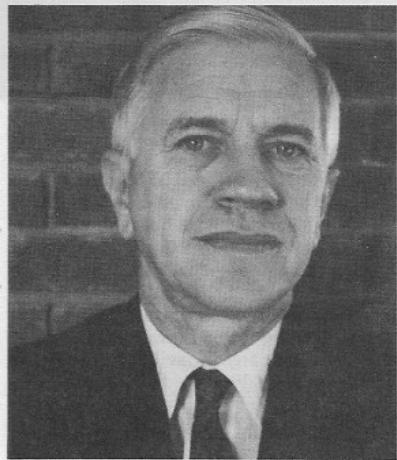
DONALD B. MANLICK, MMR #56

1974 September Announced as MMR 57 is John W. Nelsen



1974 September. Awesome Author and MMR #4 Paul Mallory

KNOW YOUR AUTHORS



PAUL MALLORY

by Tom O'Neil

A really accurate look at Paul Mallory would take a few **BULLETIN** pages, so we hope he'll forgive us if we left anything out.

Paul's father was a bridge engineer for the Long Island, which probably whetted his appetite for the real thing. After graduation from Ohio State University, Paul married his wife, Rita, and went to work for the Bell Telephone Laboratories—for which Bell came out far ahead, since during his career there Paul has 18 patents to his credit. As if this career wasn't enough, Paul had an army career from 1937, serving in the Pacific in WWII, and retiring a Lt. Colonel in 1964.

Paul has long been active in club and NMRA affairs, in fact, as MMR #4 one might classify him as a "Grand Old Member" of the hobby. Our electrical wizard first built a scratch model at the age of 8—a model which the Reading promptly put on display at its Atlantic City office. His scratch built models have won numbers of contests.

Since his first article appeared in 1942 over 200 others have made their appearance in the hobby magazines as well as books on modeling—his **Electrical Handbook** being a "Bible" of the hobby.

Paul insists on operations a la prototype, and especially loves bridges (another book). He enjoys putting his talents to work to improve the general level of the hobby preferring to work outside the "political environment" if possible. Special phobias are hobby politicos who attack anyone trying to do something merely because they are personally against it, such as, attacking the person and not the idea. A special breed to him is committee chairmen who push as pet projects their own conceptions as committee approved when no one else agreed to it.

Paul got his start long before model magazines made their showing and relies a lot on personal observations. Considering he has traveled all major routes north and south of the border, he certainly has stored up a wealth of drawings, sketches, photos, etc.

Small home layouts were the rule until 1949, and since then he has operated on various club trackage. (Wouldn't you love to have a fellow like this in yours). Paul is now heavily involved in the huge building taking place at Union, N.J.—the world's soon to be largest club.

As for other hobbies, Paul simply states, "None." Praise Allah for that—we all will be sure to benefit even more in model railroading.

1974 October

Changes to Constitution include:

1. Approved a change to our constitution redefining the purposes of NMRA in Article #1 and approved an amendment to the "purpose" clause of the Articles of Incorporation broadening the scope and true intent of the NMRA.
2. Approved the removal of, or combining of Articles and/or their sections to rid us of redundant verbage, unused or unneeded Articles and moving certain useful parts to the By-Laws where government and administration will be simpler and more practical.
3. Removal of the offices of Secretary and Treasurer from the elective process to appointive office and approved the two-year term of office for elected National Officers. This will allow for better performance on the part of office holders and better continuity of office, as well as encouraging two or more candidates seeking office on the ballot.
4. Made provision for uniformity of term of office for Region Trustees to better coordinate the Executive Council and Board of Trustee efforts. Added machinery for the removal of an elected national officer.
5. Increased Travel Reimbursement Allowance available to trustees to keep up with inflationary trends in transportation fares.
6. Defeated a motion for a special Achievement category of "Model RR Photographer" by an unanimous vote. It was felt that this area was adequately provided for in the present "Author" category.
7. Also defeated was a motion calling for the four Senior National Officers to be appointed by the area Vice Presidents and the Board of Trustees.
9. A proposed \$2.00 dues increase will be placed on the May, 1975, ballot, since from the informational questionnaire on the 1974 ballot indicates member acceptance.